

The Northwest

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A QUEEN OF STEERS.

Chicago Correspondence New York Morning Journal.

The cattle queen of the Pacific Slope is in town. She brought a train load of cattle, which she sold at the stockyards for \$10,000, driving a sharp bargain and outwitting the smartest buyers in the city. She is Miss Mary Meagher, a tall, majestic woman not long past thirty years of age, and she hails from Walla Walla, where she owns the biggest ranch in Washington Territory.

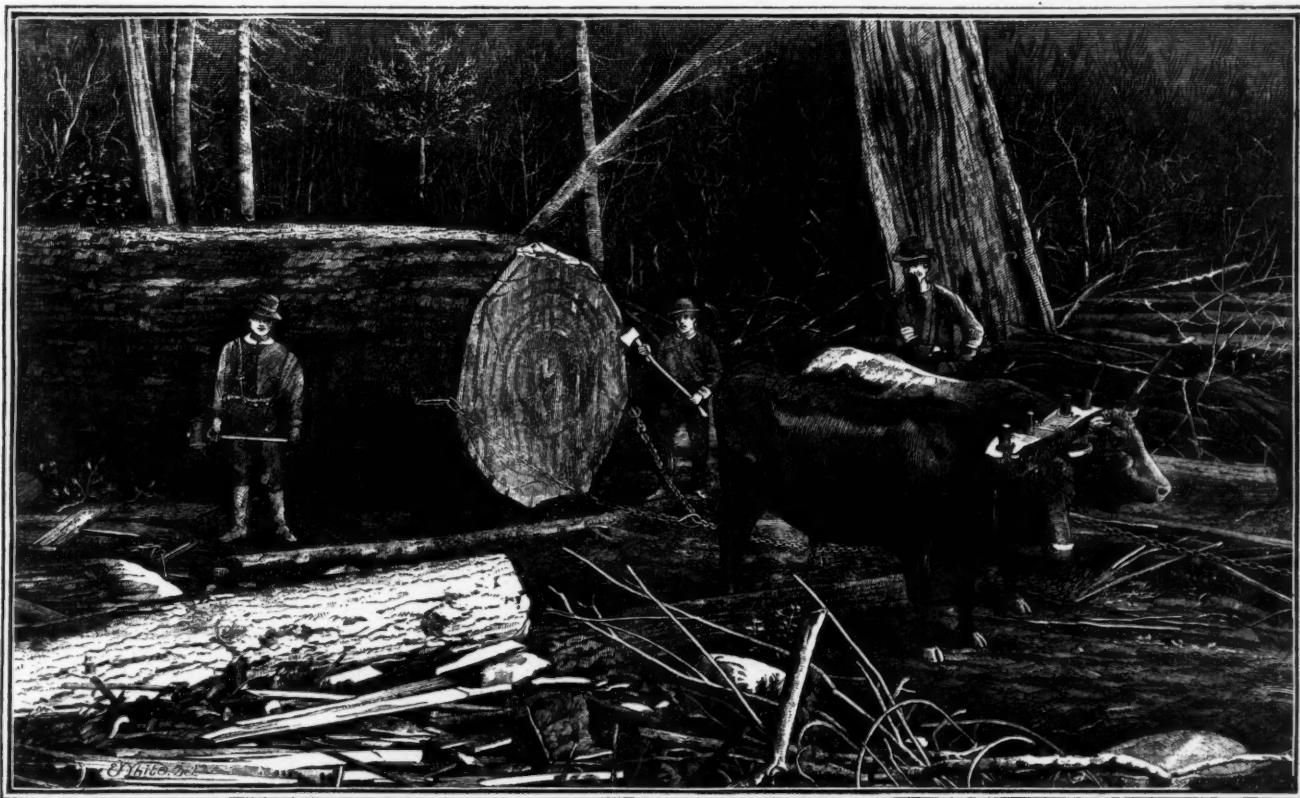
Miss Meagher, notwithstanding her calling, is not at all masculine, neither in appearance nor in manners. She traveled 2,500 miles in a cattle train caboose, which also carried ten drovers, and she was on pleasant but not familiar terms with her neighbors.

"Miss Mary is a New York girl," said Mr. Fairbanks, a prominent butcher, who knows the lady well, "but she came West with her parents when very young. Her father was a happy-go-lucky Fenian, a brother of the noted Meagher, of the Irish brigade. He died in Chicago about fifteen years ago, and his wife died the next month or so. This left the daughter alone in the world, and without money.

"She had a natural love for an outdoor life and cattle and horses, and instead of making shirts for a living or standing behind a counter sixteen hours a day she went as far West as she could, and reached Walla Walla in hopes of finding her Uncle Tim, who had just been heard from at that point. She was just in time. Her relative had just died, leaving the nucleus of an immense cattle ranch. Had the young

LUMBERING ON PUGET SOUND.

The finest body of timber in the world is embraced in the Puget Sound district lying between the Cascade and Olympia Mountain ranges, embracing the country on both sides of the Sound. The annual value of the shipments of lumber from the saw mills in this district amounts to about \$3,000,000. The markets for this great product are found in San Francisco, in Mexico and South American ports; and also China, Australia and New Zealand. Spars for ships are sent to Europe. Lumbering operations are confined closely to the portion of the great forests which are convenient to tide water, the mills being located in the Sound where the largest ships can receive their cargoes. Our illustration on this page gives an idea



LUMBERING ON PUGET SOUND.

As she does not mind tobacco smoke and is slightly partial to a friendly game of poker, the drovers were not much put out by her company.

"I can take care of myself," Miss Meagher said when asked why she did not marry, "and I can manage the men besides. I employ forty cowboys, and not one of them would dare disobey me."

A look at the lady's determined face and flashing black eyes told the same story. She is not beautiful, but she is very interesting and a fluent talker. Nothing but business satisfies her, and she will talk of not much else. In all things appertaining to stock raising she is well versed, and no man is better acquainted with the details of the business. Her story is a peculiar one, showing what a self-reliant girl can do under adverse circumstances.

girl been unable to prove the relationship, or had she not gone West, the property would have been gobbled up by cowboys and others, as society was in an unsettled state at that time.

"By great tact Miss Meagher has increased her property tenfold in the last ten years, and she now ranks with Miss Iliff, of Denver, a kindred spirit with many hundred heads of cattle. Miss Meagher is the coming cattle queen of the world, however. She gives her personal attention to her herds, and if one of the cowboys doesn't attend to business he gets such a lecture that he remembers it for weeks. She has got them down fine, and a better lot of boys cannot be found."

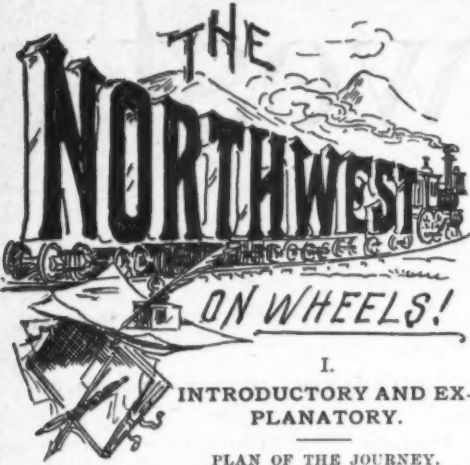
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of the enormous bulk of the fir logs cut in the Sound country.

A FRONTIER cowboy at Omaha, recently covered himself with glory by putting spurs to his broncho and overtaking a runaway team on the streets. Forging alongside, he reached to the ground from his seat in the saddle, gathered the trailing reins of the runaways, gave the ribbons a few turns around the horn of his saddle, spoke to his well-trained animal, which set its fore feet to a sudden stop and halted the whole concern.

A BONUS of \$2,000 has been offered by the village of Dawson, Dakota, to put in a fifty-barrel steam flour mill at that place.

A GREAT deal of land has lately been sold in Dakota at \$10 an acre, payable in wheat at \$1 a bushel.



PLAN OF THE JOURNEY.

THE NORTHWEST got upon wheels on the eighth of May, for its journey through Minnesota, Dakota, Montana, Idaho, Washington, and Oregon, to an ultimate destination 2,000 miles from home, on the shores of Puget Sound. It took along the larger part of its editorial, artistic and business staff, not leaving its home offices, however, altogether uninhabited. The plan of the journey was to run over the main line of the Northern Pacific and all its branches, and also over the main line and several of the branches of the Oregon Railway and Navigation Company, taking some of the branches on the way out and some on the return trip, and going last of all to Duluth, Superior and Ashland. The work laid out was the writing of articles on the present condition and prospects of the towns and country traversed, and the openings for new settlement and business, the making of pictures of towns and scenery, the revision of the Northern Pacific Guide Book for a new edition, and finally, though by no means of minor importance, the obtaining of subscriptions and other business for the magazine.

OUR SPECIAL CAR.

Vice President Oakes kindly offered to furnish a working car for the trip, and Assistant General Manager Odell sent the order to the Brainerd shops, which brought down to St. Paul a rejuvenated caboose, gorgeous in red paint without and comfortably equipped within for a traveling office and sleeping quarters, with bunks, chairs, a big table and a desk. How the car looks our artist shows in his picture. Its springs are not as pliable as might be wished, but it has two good features which are not possessed by the \$20,000 coaches of the rich railroad presidents—the cupola, with its desk and arm chair, where one can sit and overlook the entire train and the country on all sides, and the big side door, through which the prairie breezes enter all the long, hot summer days. The picture suggests that this wide open door is a good place for reading the newspapers of a summer afternoon. The party traveling in the car consist of E. V. Smalley, editor and publisher of THE NORTHWEST; T. F. Kane, manager of the business department; John Passmore, special artist, and Harry H. Lemont, stenographer. Mr. Kane was formerly connected with the Portland *Oregonian*, and joined THE NORTHWEST staff last fall. Mr. Passmore lives in Milwaukee, Wis., and is connected with the engraving firm of Marr & Richards. Mr. Lemont is a New Brunswick man by birth, and has had experience

both in journalism and railroading, coming to St. Paul from the passenger department of the Southern Pacific Railroad.

II.

BRAINERD, THE CITY OF THE PINES.

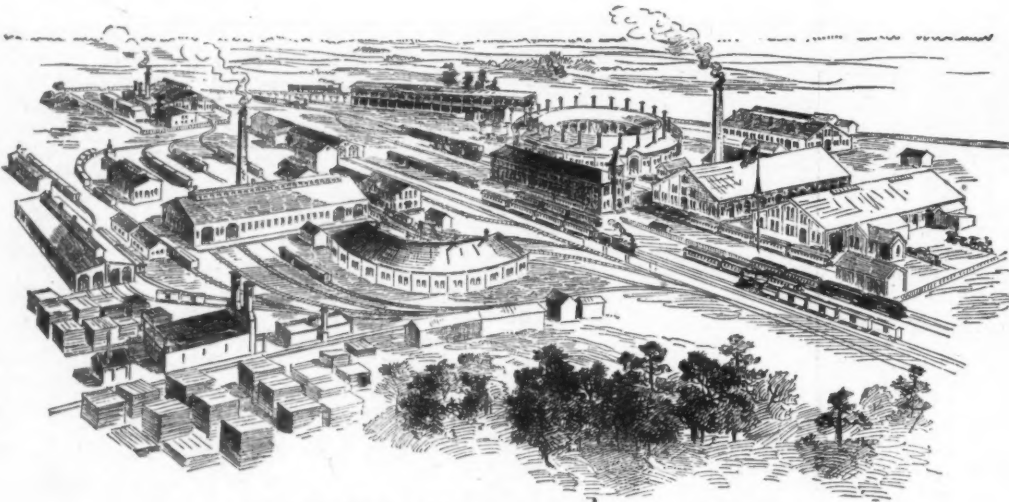
Superintendent Kimberly, of the Northern Pacific Railroad, might fairly be called the father of Brainerd. He, with a party of engineers, descended the Mississippi in a canoe, in July, 1870, looking for a good place for the road to cross the river. He fixed upon the point where Brainerd now stands, and a town naturally sprang up at that point. Indeed the Lake Superior & Puget Sound Company, which was a little wheel within the big wheel of the Northern Pacific Company in those days, formed to lay out town sites and sell town lots, was ready to bring a town into existence at whatever point the engineers would say the road could best be carried across the Mississippi. Kimberly was an engineer at that time. He now has more miles of road under his supervision than either of the other division superintendents on the Northern Pacific, having all of the main line and branches in Minnesota to look after. In the canoe party, among others, was Auditor Martin, now of St. Paul, then, like Kimberly, an engineer. A speculative party was formed at Little Falls to keep an eye on the actions of the engineers, and squat upon the land near the crossing, as soon as the point was determined upon. Half a dozen of these enterprising people traveled by wagon to Crow Wing

boarding house for the railroad hands. Neither of these buildings now exist. The first permanent residence was that of L. P. White, agent of the Lake Superior & Puget Sound Company. This is still in existence and forms a part of Mr. White's residence on the corner of Seventh and Juniper streets. Its owner is strongly attached to it for its associations with his pioneer days, and occupies it as an office.

The first settlers talked of calling the town Ogamagua, an Indian word conveying the idea of a swift movement across a river. When the time came to give the place an authoritative name, however, the railroad company stepped in, and its then president, J. Gregory Smith, not wishing to call it Smithtown or Smithville, chose the maiden name of his wife, which was Brainerd.

The track of the Northern Pacific, building westward from the head of Lake Superior, reached Brainerd late in the fall of 1870, and the place for a season had the feverish prosperity of a new railroad town. Its subsequent importance grew out of two things: First—Its selection as the point of divergence for the Northern Pacific line to St. Paul, and Second—The establishment here of the railroad company's principal shops. With these two powerful influences behind it, the town grew rapidly and attracted a population of enterprising people who saw in it many possibilities. The woods were swiftly cleared away from the portion of the town site required for railroad and business purposes, but to a considerable extent the graceful pines were left standing

in the residence sections of the town, and there they stand to-day, giving a pleasant shade and filling the air with a healthful, balsamic fragrance. To my mind, the most attractive features of the town are the park, where the dense native growth of pines has been left undisturbed, and the streets of dwellings running off through the woods into dim recesses of shade. "That park," said a citizen to me, "is about as spooky a place at night as I ever saw. Why, I know many people in this town who wouldn't



BRAINERD.—NORTHERN PACIFIC RAILROAD SHOPS. [Drawn by John Passmore.]

and thence by canoes to the site of Brainerd, and proceeded to take possession. One claim shanty was erected. The plan was to organize a company, but it all came to nothing and the claimants were bought off by the Lake Superior & Puget Sound Company. The whole of the town site was an unbroken pine forest.

In this forest the first house was a log hut, built by a claim jumper named Charles Daly. It was situated on the ground now occupied by the railroad shops. The second house was built by Stuart Seeley, a few rods north of the railroad bridge, for a

go through it after 10 o'clock for a thousand dollars." Perhaps these timid people imagine that this little piece of the primeval forest is haunted by the ghosts of some of the former Indian inhabitants.

THE SHOPS.

Brainerd has a stable population of about 8,000,



OUR TRAVELING OFFICE.

which is increased when work is brisk in the shops. It is essentially a shop town. The shops are the great factors in the life of the place. The business thermometer rises and falls with the increase or decrease of traffic on the Northern Pacific line. There is always a steady, growing prosperity, however, as is shown by the numerous stores, the excellent county buildings, the spacious opera house, the fine large school house, and the big, handsome hotel which was christened the "Villard" in the days of Henry Villard's meteoric success. The shops are built of Milwaukee brick made in Brainerd; they are on an extensive scale, and contain all the best modern machinery and appliances for the repairing of locomotives and the manufacture

and repairing of cars. They occupy a plateau just east of the town and are separated from the business section by a deep valley. On this plateau has grown up a very pretty little suburb of neat cottages owned by mechanics employed in the shops. The policy of the company is to make, as far as possible, the variable portion of the shop force consist of single men, so that the married men shall be permanently employed. This policy has been of great advantage to the town, bringing in an excellent class of mechanics, who have made themselves comfortable homes and are among the most public spirited and conservative citizens of the place.

PRINCIPAL BUILDINGS.

The most conspicuous building in Brainerd is "The Villard," the handsomest hotel in Northern Minnesota, and one which would do credit to a city of 50,000 inhabitants. Our illustration gives a very good idea of its external appearance. It is three stories in height, with a fourth story under its roof and gables, and has seventy-five bedrooms. Its dining room is 50x38 feet, and adjoining is a suit of sample rooms for commercial travelers, connected with the dining room by folding doors, which can be thrown open, making a superb banquetting room. The general office room is thirty-eight feet square and there is a large, broad hall and handsome par-

lors. Witt, Hartley & Co. are the proprietors. The house is a favorite resort for the traveling public and tourists on their way to the Pacific Coast or the National Park, and sportsmen who make excursions to the neighboring lakes find it a welcome resting place.

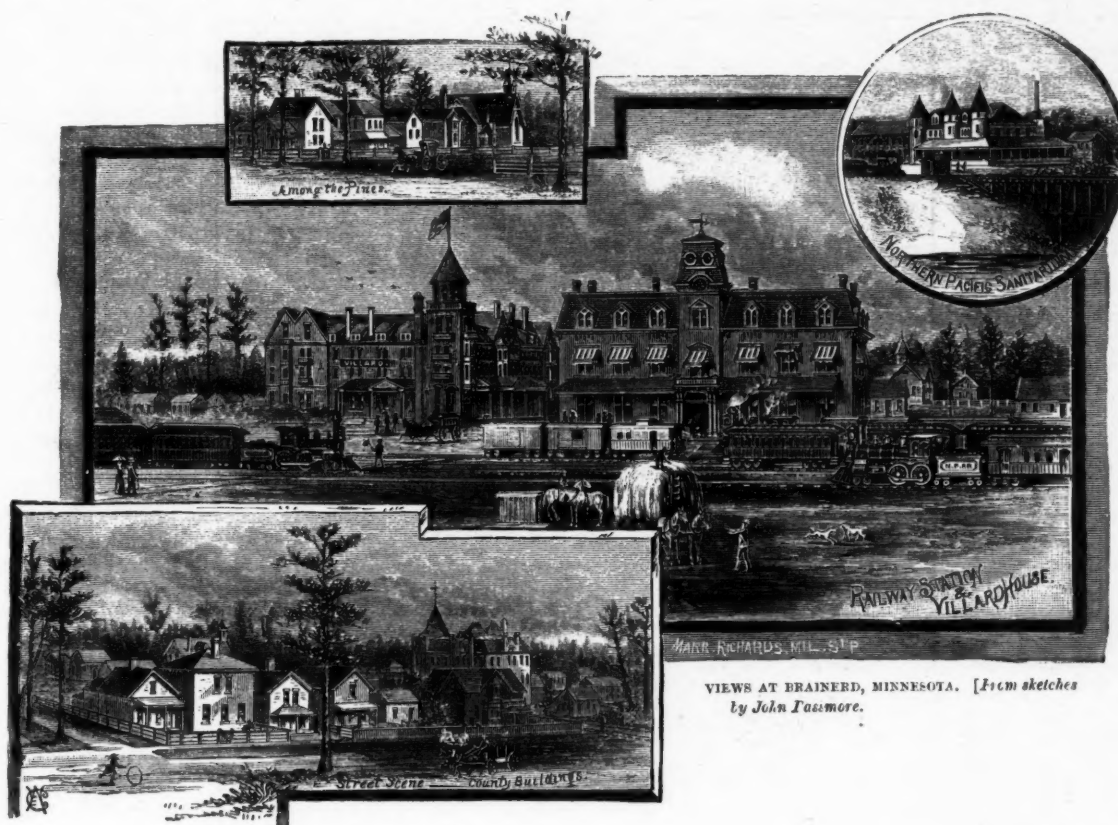
the new school buildings in St. Paul and Minneapolis. Brainerd people have reason to be proud of having secured so desirable a building at so moderate a cost.

The Sleeper Opera House, which we illustrate, is a first-class theatre building, seating 1,000 people and having stage and orchestra space of 40x60 feet. The building is 62x125 feet in length and breadth, and is about 65 feet high, besides the towers. The proscenium boxes are handsome and the entire interior is decorated in a pleasing style. One portion of the building is occupied as a Masonic hall, reached by stairs near the balcony entrance. This comprises ten rooms, including a handsome hall 30x61 feet, with an 18 feet high, arched ceiling,

all finished in hard walls and wainscoting. There is also a banquetting hall with kitchen attached. Brainerd owes this admirable building to the energy and public spirit of Col. C. B. Sleeper, who built it at a cost of \$25,000.

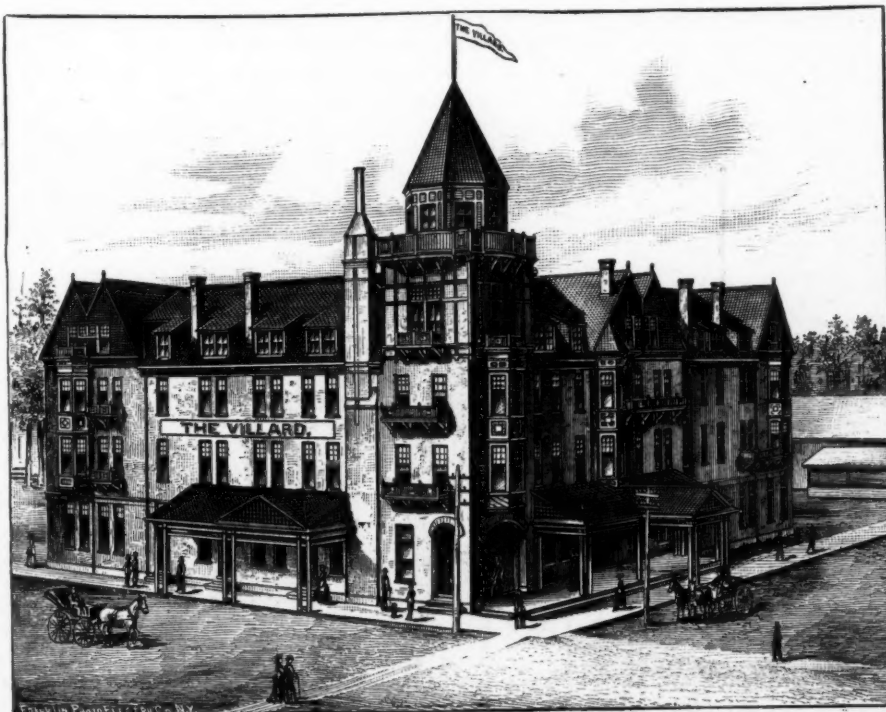
The Northern Pacific Sanitarium, owned and managed by the Northern Pacific Beneficial Association, is one of the conspicuous buildings of the city. It stands in the pine forests on the west bank of the Mississippi, near the railroad and highway bridges, and commands from its broad porches a pleasant view over the town and the brown, swift current of the river. This institution is supported by a monthly tax on the salaries and wages of all officers and employes of the company on its eastern division, the amount of the contributions running from fifty cents upwards. A similar institution in Missoula, Montana, provides for the western divisions of the road. Every employe of the company is entitled to board and treatment in the hospital without cost, should he be sick or injured, and in case he prefers to remain at his home, he receives medical care and an allowance of \$3.50 per week. This

latter feature of home treatment and allowance is peculiar to the Northern Pacific hospital system, and is one of the chief reasons for its success and popularity. Many employes of the company who were formerly



VIEWS AT BRAINERD, MINNESOTA. [From sketches by John Tassmore.]

The county buildings, constructed of handsome cream-colored brick, at a cost of \$60,000, are close at hand and so is the passenger station and division superintendent's office of the railroad. The new public school house in the southern part of the town



BRAINERD.—"THE VILLARD," WITT, HARTLEY & CO., PROPRIETORS.

cost \$30,000 and is a noticeably successful piece of architecture. In its appearance, in the appliances for warming and ventilation, and the school furniture and apparatus, it will bear comparison favorably with

prejudiced against the hospital system because of their experience on other roads, say they would rather pay double the present tax than have it abandoned. The Brainerd Sanitarium is under the charge of Dr. D. P. Bigger, with Dr. W. Hempstead as assistant. Dr. Bigger was an army surgeon during the civil war, and was afterwards for fourteen years surgeon for the Kansas Pacific Railway. Nothing that conduces to health and comfort is wanting in the sanitarium, and the success of its treatment has been so remarkable that persons in no way connected with the railroad service often apply for admission. Separate rooms are provided for such patients, and they are charged a very reasonable price for board and treatment.

POINTS FOR SPORTSMEN.

The numerous beautiful lakes in the vicinity of Brainerd abounding with bass, wall-eyed pike, white fish and muskallonge, make the place a favorite resort for sportsmen. S. H. Relf, the county surveyor, who is the president of the Fisherman's Club, of Brainerd, and who has the honor of having caught the largest black bass ever caught in Northern Minnesota (it weighed five and one-fourth pounds), gives the following as the most noted lakes for black bass fishing: "Fall, Long, Hubert, Round and Twin lakes in Cass County, Serpent, Agate, Rabbit, Red Cedar, Hamlet, Portage, Shirt, Bay, or 'Set-sa-beg-a-mab,' Clear Water, Nokay, Grave, and the Upper and Lower Long lakes, and the large body of water known as Mille Lacs." Mr. Relf takes great interest in the sport and is always ready to answer letters or inquiries from fishermen in relation to the subject.

THE BRAINERD & NORTHWESTERN RAILWAY.

This enterprise, which promises great things for the interest of Brainerd, has at last got into definite and practical shape. The newly organized company procured the passage of an act from the last Minnesota legislature, giving them the swamp land grant, previously given to the Duluth & Winnipeg Railroad, provided that they should build from Brainerd to Grand Forks within two years, and the Duluth & Winnipeg should do nothing in the meantime. It will probably cost about \$4,000,000 to build the road to Grand Forks and equip it for business. The additional \$2,000,000 required will be raised this summer without any great trouble by the sale of bonds. It is proposed to build from Brainerd to Red Lake Falls and thence to Grand Forks, and subsequently to continue the road from Red Lake Falls in a northwesterly direction to the Turtle Mountains and the Mouse River country of Dakota. The Brainerd & Northwestern will open an immense lumber region hardly yet touched by the axe, and will form a short line for the wheat of the middle Red River Valley to reach navigation at the head of Lake Superior by way of the Northern Pacific road from Brainerd to Duluth and Superior.

THE WATER POWER PROJECT.

Another new enterprise of prime importance is the construction of a great dam a short distance above the railroad bridge, to furnish the second greatest water power in the State. The Brainerd Boom and Dam Company has undertaken this work, and is to receive \$50,000 from Crow Wing County in the form of bonds. It is esti-

mated that \$75,000 more will be required. The backwater formed by the dam will, by cutting a short canal into Gilbert Lake, afford a safe still-water storage reservoir for 300,000,000 feet of logs. There are two considerations which make the dam project appear one of great and certain business utility: First, the largest reserve of timber still

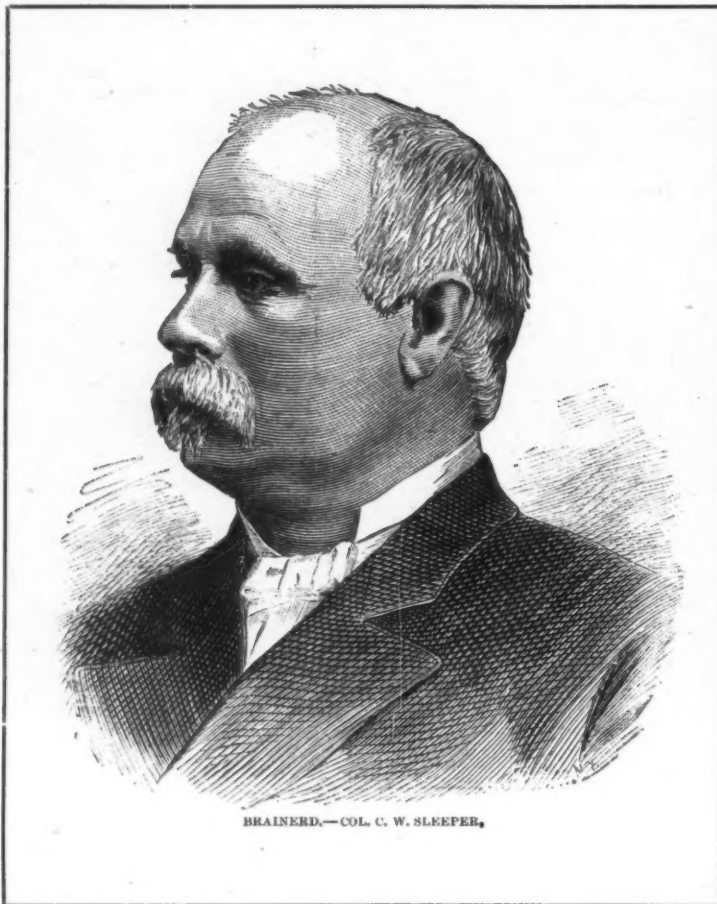
erd on its way to water transportation at Duluth, could profitably be ground here and shipped to market in the form of flour. If the projectors of the dam are not altogether too sanguine in their expectations, a great manufacturing city will grow up here as soon as the power to drive its mills is supplied.

COL. C. W. SLEEPER.

Col. Sleeper, the subject of the portrait on this page, is one of the most enterprising and successful of Brainerd's business men. He was born at Holland, Erie County, New York, in 1838. His father came from an old New Hampshire family that sent off a branch into Vermont. Nearly all the Sleepers in the country are of New England stock. His mother was of French ancestry, the family name being originally Bonpasse. The first of the name came to New England in the brig *Fortune*, in the year 1621. The name shared the fate of many fine and significant French names in this country, being corrupted first into Bumpas and then into Bump. Col. Sleeper was educated in Aurora Academy, studied law in Buffalo and was admitted to the bar in New York City in 1860. He raised a company during the civil war, and served in the army of the Potomac under Gen. Slocum. After the war he went to Minneapolis, where he practiced law for two years. In 1871 he moved to Brainerd, one year after the first establishment of the town, the place having at that time about 1,200 inhabitants. Col. Sleeper foresaw Brainerd's future importance and determined to make it his permanent home. He has been county auditor, clerk of the district court, State attorney, and is at present prosecuting attorney for Crow Wing County. Col. Sleeper is probably the largest owner of Brainerd town property. He was one of the first projectors of the Brainerd & Northwestern Railroad, and was the first president of the company. On its reorganization he became a member of the board of directors and treasurer of the company. He is one of the most active movers in the new water power enterprise, and believes Brainerd is to become a great manufacturing town. He is the largest stockholder in the opera house, and was the first to take steps for the building of this attractive structure. Col. Sleeper's family consists of his wife and two married daughters, both living in Brainerd.

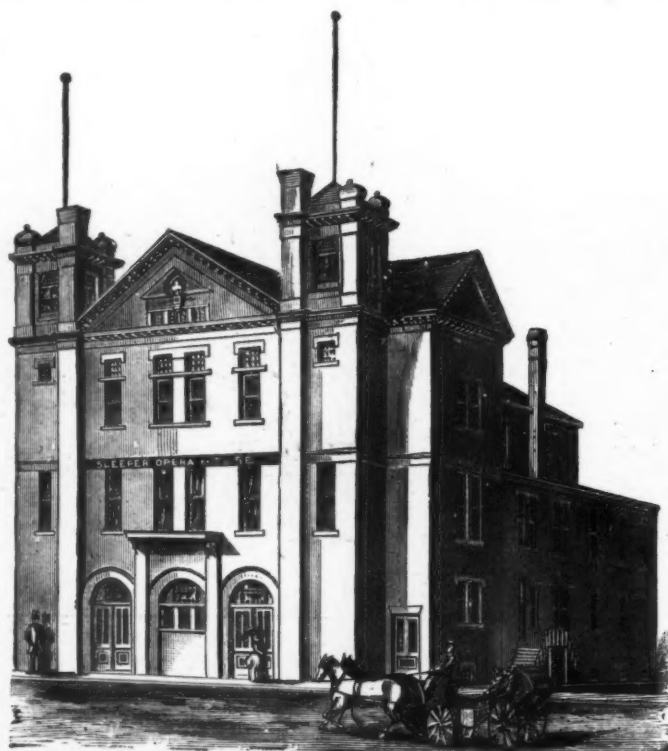
JOTTINGS ABOUT TOWN.

As will be seen by the engraving in this number the popular firm of F. M. Cable & Co., of Brainerd, occupy a spacious store in the First National Bank building of that city. They are pharmacists and stationers, and carry one of the best assorted and largest stocks west of St. Paul. They are also extensive jobbers in wrapping papers and have a large trade in the adjacent towns in that line. They also carry a large stock of fine cigars and enjoy the reputation of selling the best cigars in Brainerd. Their stock of fancy articles is unsurpassed in variety, elegance and style. They are, in fact, one of the firms of the Northwest which keep up with the times in all branches of their trade. They have been in Brainerd about three years, and in that time have placed themselves at the head of their line of business, and, by fair and straightforward dealing, have made their house the general favorite resort of the buying public. The firm is composed of Mr. F.



BRAINERD.—COL. C. W. SLEEPER.

remaining in Minnesota lies north of Brainerd around the headwaters of the Mississippi, and, with a great water power provided, this will become the natural lumber manufacturing point for shipment westward to the treeless regions of Dakota; and second, the wheat of Dakota, which now passes through Brain-



BRAINERD.—SLEEPER OPERA HOUSE.

M. Cable and C. E. Smith. They are constantly pushing their trade with adjoining towns and we doubt not will soon be doing a large wholesale trade. In connection with their store they have a large news stand counter on which may be found all the periodicals of the day.

Among our illustrations is a view of the extensive lumber mills of J. J. Howe & Co., situated near the bank of the Mississippi, in the southwest portion of the town. The annual cut of these mills is 21,000,000 feet of lumber, 10,000,000 shingles, and 7,000,000 laths. The mill was built in 1876, and enlarged in 1880. It has a dry kiln with a capacity of 100,000 feet. Its full complement of hands is 225. The firm owns hundreds of millions of feet of standing timber on the Upper Mississippi and its tributaries.

The large flour mill represented in one of our engravings is owned and operated by Howes & Douglas. It is equipped with all modern machinery and has a capacity of three hundred barrels per day. They employ twenty-five hands. The mill was erected at a cost of \$50,000. The product, after supplying the home market, is shipped to New York and Boston. Their brand ranks among the highest of Northwestern manufacture.

The Commercial Hotel, of which we give a sketch, is a comparatively old establishment, if anything can be called old in a town of such recent date as Brainerd, and has lately been much enlarged and improved. Its rates are low and it is much patronized by farmers, lumbermen and the traveling public generally. The proprietor is C. H. Douglas.

One of our engravings this number shows the building of the First National Bank, of Brainerd. It is one of the solid institutions of the Northwest and has a capital of \$50,000. The officers of the bank are G. W. Holland, president; H. J. Spencer, cashier; and G. D. Labar, assistant cashier.

The first newspaper in Brainerd was the *Tribune*, which was started in 1872. It is still a flourishing sheet, publishing semi-weekly and weekly editions. The *Brainerd News* is a handsome, well edited weekly. Daily journalism has been attempted in Brainerd, but without any lasting success.

The Northern Pacific Refrigerator Car Company, of which the Marquis de Mores is manager, has erected a capacious cold storage warehouse in Brainerd and to a considerable extent supplies the meat markets of the town with Montana beef.

Brainerd has nine churches, two of which have services in the Swedish language. The Congregational Church is a very attractive building within and without.

(Continued on eleventh page.)

ILLUSTRATED articles on Perham, Detroit and Lake Park will appear in our July number.

A LADY'S VIEWS ON WASHINGTON TERRITORY.

From a letter in *Columbus (O.) Dispatch*.

Of course there is no such country anywhere on this footstool as is Washington Territory. Everybody who has been there will agree with me in this. That is, its scenery is at once the grandest and most beautiful, its climate the mildest and most benignant, its

1862. There was but one sleigh in the city,—that was a rich man's whim,—so they constructed sleighs by making wooden sleds and putting the tops of buggies on them, also by putting dry goods boxes on runners, with straw for seats! There were really the most comical creations made to do duty as sleighs that you can imagine. All the city, youthful and adult, magistrates and ministers of the gospel, went coasting too; the sleds being manufactured to order by the carpenter.

But a south wind blew one night and the rains fell, and in the morning not a trace of snow was visible; "the green grass grew all around, all around," and I went into the garden and gathered a handful of English violets that had blossomed under the snow!

Since then there hasn't been a snow flake nor a cold day; the winter was over (it was the middle of January), and long before this date (March 17th) the gardens are all planted and radishes are coming into the market.

So much for the climate. East of the Cascade Mountains, which divide the Territory into two very different parts, the weather is less mild, being colder in winter and warmer in summer, with less rain, but neither extreme heat nor cold is felt here; and even in Montana the climate is very much milder than in

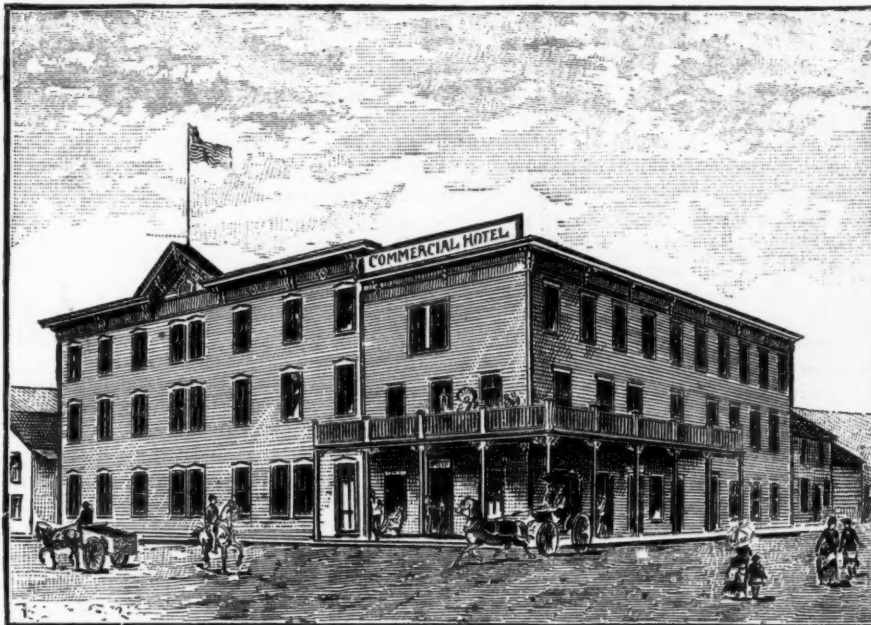
Dakota, because the "Chinook winds" bring the balmy breeze from the Japan current through the mountain passes. This is what makes cattle raising possible in Montana.

To go back to my statement concerning Washington Territory, I will prove that the people are the most intelligent and progressive of any class of people in the

country, not only by the fact that they have emigrated from New England and the great middle west, and by my own testimony concerning them,—which I cannot make emphatic enough to do them justice—but also by pointing with pride to the part which women take in the territory. They are as cultivated ladies as can be found anywhere; they are sticklers for social etiquette and devoted to works of religion and philanthropy; they have orderly hearthstones and model children; and yet "these things they do nor leave the others undone," for, withal, they help to make the laws by taking an active part in all political questions; being present at caucus, primary and convention, and then voting with a vim when election day comes. And furthermore, and the greatest wonder of all, they sit on

juries, both grand and petit, and have revolutionized legal methods in regard to the prosecution of gamblers, saloon keepers and keepers of houses of prostitution. In Seattle to-day there isn't a gambling den, nor hasn't been since gamblers were driven out of town last spring by the prosecutions of the first mixed grand jury.

The grand future of the Territory is assured by its position on the coast and by its natural resources.

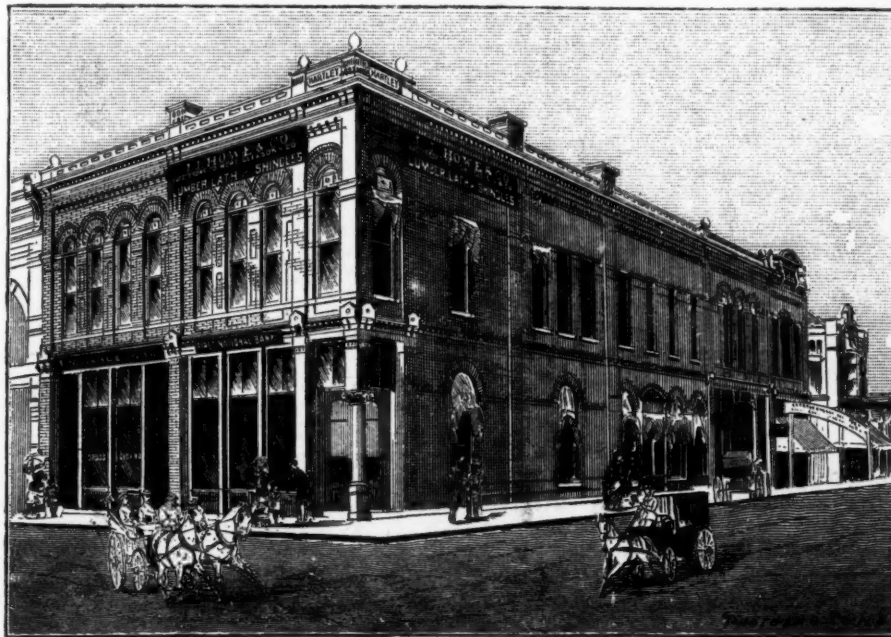


BRAINERD.—COMMERCIAL HOTEL; C. H. DOUGLAS, PROPRIETOR.

people the most intelligent and progressive, and its future the most assured.

It may be thought that I exaggerate. I don't believe I do.

As to the climate, it is not understood by a great many people that there is an ocean current flowing from the shore of Japan that washes the coast



BRAINERD.—FIRST NATIONAL BANK BLOCK.

of Oregon, Washington Territory and British Columbia, giving the climate of England, with neither extreme of heat nor cold, but with considerable moisture. I plucked most beautiful roses from the June bushes down in the garden of my Seattle home about the middle of December, just before the one snow storm of the winter. And that snow was a marvel in that region, for it laid on the ground two weeks, something which has never happened there before since

Western Washington is the finest timber country in the world, and the Cascade Mountains are full of coal, iron and other minerals, as yet almost entirely undeveloped for lack of capital. Eastern Washington is a splendid prairie country, with the richest of soil for grain raising. Here the poor man's home may be established, and he can begin at once to raise crops. But in Western Washington there is less chance for the poor man, because the land is so heavily timbered that it is an expensive or else a long process to clear it. Once cleared, however, the soil is very fine. What is needed in Western Washington is capital to develop its resources and establish manufactories, when it will become a Mecca for miners, mechanics and other workingmen, and gradually the country will be cleared, and the farmers will have a better chance. The cities of Puget Sound, Seattle, Tacoma, Port Townsend, Olympia, and other smaller towns and villages are the most thrifty, booming places one can well imagine, (except, of course, that the hard times are very severely felt just now in all that country,) and are delightful homes for those who have business interests. But just at present they have full complements from all the learned professions, and it would not be wise to attempt to start in business of any kind unless with considerable capital. Capitalists have a magnificent opportunity here to make money, and at the same time to make the country.

But all along through Eastern Washington, Montana and Dakota is the poor man's paradise, providing only that he is willing to work; for a man cannot even raise a crop of wheat on a Dakota prairie without some work. He must use his brain, too, as well as his muscle, and plant something besides wheat, and keep some stock, if possible, so as to steer clear of loss in the seasons when the wheat crop may fail, or when it may be over large. "Man cannot live by bread alone," nor can the small farmer by wheat, unless he is very lucky. One hint—all through those territories good butter and eggs are a rare and costly luxury. Go into the egg and butter raising business, and make your fortunes.

FRUIT CULTURE IN EASTERN WASHINGTON.

Spokane Falls Chronicle.

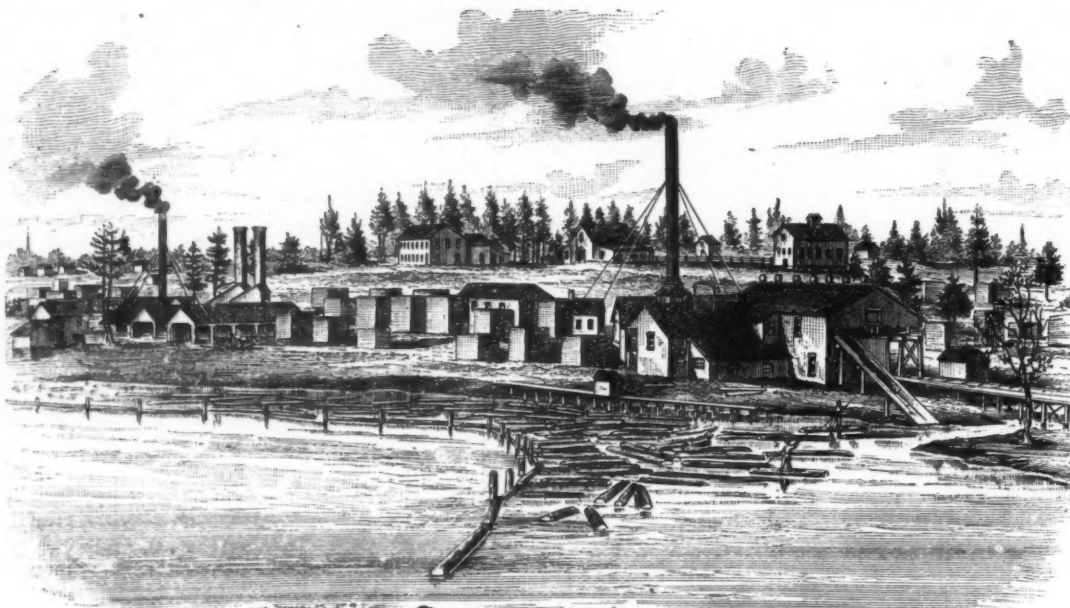
We have frequently been asked if fruits do well in this climate, and can safely say they do. Of course there are no old orchards in this near vicinity, but so far as fruit trees have been experimented with the experiment has proved remarkably successful. For many kinds of fruit the soil seems peculiarly adapted. The peach does not do so well here for some cause, but all other fruits indigenous to the temperate zone flourish and bear prolifically a very superior fruit. The small does as well as the large, and in a few years hence Eastern Washington will produce a large surplus of fruit and give occupation for the cannery. The apple is superior to the California and Oregon product. They grow large in size, have a rich bouquet and are wonderful fine eating. We have seen samples of apples from young trees grown in this near vicinity that would equal anything produced by the best apple sections of Illinois, or other West-

ern states. The various varieties of plums develop a wonderful size and flavor. Pears and cherries also do well. Of the smaller fruits the strawberry, the queen of table delicacies, takes the palm, and this delicious berry grows to an immense size and possesses a flavor that must be partaken of to be appreciated or understood. Currants, gooseberries, raspberries, blackberries, etc., are unsurpassable anywhere. Even on the gravel of this city various kinds of trees flourish, make rapid growth and bear abundantly. In time every land owner will grow fruit for his own use, while there will be so great a plenty for the market that importation of the product will not be thought of.

WENT WEST WITH \$4.50.

From the New York Sun.

Why do so many persons continue in overcrowded cities, living from hand to mouth, in many instances not having anything for the hand to put into the mouth? If the men who are idle from overproduction in mills and factories would strike for a farm, they would live happier and better than they do now. They say that it takes money and experience to farm. Of course it is much better to have both, but it can be done without either. I will state two cases, and your readers can be judges:



BRAINERD.—LUMBER MILLS OF J. J. HOWE & CO. [From a sketch by J. Passmore.]

My neighbor is a young man who came here three years ago and had only \$4.50. He had been a clerk in a grocery store back East. He took Greeley's advice and came West. He has now 320 acres of deeded land, 100 acres under plow, three horses, two cows, three calves, two hogs, and a wife. He has his plows and harrows. He is in debt \$400, incurred by "proving up," but he is in shape to soon pay it off. Is he not better off than thousands of clerks East?

Now for my own and brother's case. We were born and raised in Pittsburgh. We were slingers of ink, and never lived on a farm for a day; never plowed a furrow nor hoed a hill of corn; never harnessed a team nor yoked an ox. Despite our ignorance of farming, we one year ago became disgusted with the cry of hard times and no work, pooled our issues, and struck for the West. We bought three hundred and twenty acres of land, thirty-five acres under cultivation. We bought a span of horses and a yoke of oxen and plows and harrows, and went to work. We kept an eye on our neighbors. When they plowed we plowed. When they put in seed we did the same. When we did not know how to do a certain thing we inquired from those who did. For five months we lived in a sod house, doing our own cooking. At this time I was glad to send for my wife and children.

You must not for a moment suppose that we found

farming to be child's play. On the contrary, we soon found that following a plow all day was different from holding a penholder for that time. We also learned that you cannot drive an ox and conscientiously belong to a church. We therefore traded our oxen for a horse. At night we were glad to retire to bed at a seasonable hour.

Now, what did we have to show for our labor? With the help of a carpenter we built a five-roomed house, and have now eighty acres under plow. We cut 20 tons of hay, raised upon 35 acres 330 bushels of wheat, 362 bushels of oats, 150 bushels of potatoes, 20 bushels of turnips, 125 cabbages, and sweet corn, tomatoes, onions, beets, squashes, pickles, melons, and other garden truck, and last, but not least, tobacco. Are we not better off than many thousands of clerks back East? None of us have been sick since we have been here. We have neither been lonesome nor homesick. We came here strangers in a strange land, have good neighbors, churches and schools, have not seen a blizzard or storm this winter, have lived so far through one of Dakota's coldest winters without suffering, have gone to town in a sleigh with my wife when it was 40° below zero, have worn the same thickness of clothes and slept under the same weight of bedclothes that I did back East, have burned in seven months three tons of coal, and for my part I am satisfied after one year's trial that a farmer's life is the healthiest and most independent on earth.

I do not say that Dakota is God's country, and that the prairies are covered with roast beef, that biscuits grow on trees and streams flow with milk and honey; but I do say that there are thousands of acres of land in the West, be they in Dakota or Texas, that ought to be owned and worked by the thousands of worthy idle men in overcrowded cities. If the Government would send back from whence they came the anarchists, socialists, communists, dynamiters, and other riffraff, and help those who are willing to help themselves, by gift of land and loan of money from its overflowing treasury, then the cry of hard times would not be heard, and peace and prosperity would once more reign over our country.

S. C. MCBRIER.
CLARK, Dak.
April 20th.

NORTHERN PACIFIC LAND SALES.—The land sales of the Northern Pacific for the month of May show a healthy increase over the sales of the corresponding month of 1884. Last month these sales amounted to 46,300 acres, for which was received \$253,472. In May, 1884, the land department disposed of 36,089 acres for \$158,839, an increase of 10,211 acres and \$94,633. The sales last month were divided as follows:

Minnesota.....	4,046	Montana.....	4,633
Dakota.....	27,349	Washington.....	10,273

The sales made were almost entirely in small tracts, to actual settlers. The land department reports a noticeable increase of inquiries for land purchases, particularly in Dakota. The splendid prospect for crops is attracting attention throughout the country, and the outlook for immigration to the Northern Pacific country during the coming summer is very flattering.

ST. PAUL & NORTHERN PACIFIC.—At the annual meeting of the stockholders of the St. Paul & Northern Pacific, held June 3rd, in New York, the following gentlemen were elected directors of the company for the ensuing year: Robert Harris, New York; Edward D. Adams, New York; Frederick Billings, New York; Charles B. Wright, Philadelphia; C. H. Coster, New York; Thomas F. Oakes, St. Paul; and James B. Williams, New York. The officers elected were the following: Robert Harris, president; Edward D. Adams, vice president; George S. Jones, secretary and treasurer.

ABOUT LA MOURE, DAKOTA.

Mr. Samuel Glenn, of Delaware, Ohio, who recently purchased from the Northern Pacific Railroad Company 20,000 acres of land south of La Moure, Dakota, at an average of seven dollars per acre, wrote the following letter to the *Gazette* of Delaware, Ohio, giving his impressions of Dakota in March:

Thinking your readers might want to learn about this much-talked-of country, I would say, through the medium of your valuable paper, that this place is the terminus of the Fargo and Southwestern branch of the Northern Pacific Railroad, eighty-eight miles from Fargo, three hundred and forty-one miles from Duluth, and three hundred and fifty-two miles from Minneapolis. This town is less than two years old and has a population of about six hundred. It is situated in a beautiful valley of the James River, which is about four miles wide and six miles long, and is surrounded by smooth bluffs about forty feet high. The surrounding country is a gently rolling prairie, and is as beautiful as a country can well be without trees, which they will soon have, as there are a great many planted now. The soil is a rich, black, sandy loam, from ten to thirty inches deep, with a clay sub-soil, very easily cultivated, and yields abundant crops of all the cereals and vegetables. This country is covered with very rich grasses, on which stock live all the year, when it is not covered with snow.

I think this the most inviting country for the farmer, stock raiser and laboring man I have ever seen. Farm hands get eighteen to twenty dollars per month and board, and a man with a good three-horse team can break two acres of sod per day, and get from two dollars and fifty cents to three dollars per acre for it.

This country is being rapidly filled with a very enterprising and intelligent people, mostly from the north half of the United States, and I have found quite a number of Ohio men here.

In 1883 there were shipped from this place about 20,000 bushels of wheat, and in 1884 over 250,000 bushels, 80 per cent of which graded No. 1 hard, 17 per cent No. 2, and 3 per cent No. 3. Wheat is selling at 75 cents per bushel here now; the freight on it from here to Duluth and Minneapolis is 23 cents per cwt., which is the same rate as from Fargo, and 5 cents per cwt. less than from Jamestown, which makes this an excellent grain market.

As to the climate I would say that when I left Minneapolis, April 20th, Lake Calhoun was covered over with heavy ice, and all along the route from there to Fargo the lakes were ice-bound, but when I arrived here on the twenty-first instant, the lakes were entirely free from ice, and I have seen none since I came here, and the prairie grass was green in many places. I find they seldom have frost here between May 20th and September 20th; that owing to the long days and great amount of sunshine, crops grow very rapidly and wheat ripens within ninety to one hundred days of sowing. We are having delightful weather here now.

On account of the extremely low prices and favorable terms on which the Northern Pacific Railroad Company are selling their lands here, I think this the best opportunity to get good farms I ever saw, and the sooner the selections are made the better, as they are being sold very rapidly. I have invested in lands here, through Robinson, Butt & Co., Northern Pacific land agents, and will go direct to Wichita, Kan., where I had intended to make my home, and sell my farm and other property there, and return to Delaware about the middle of May, and as soon as I can arrange my affairs will move my family here, where I expect to make my future home.

If any of my friends in Delaware wish any further information about the country, I would be pleased to have them call on me when I return, and I will cheerfully tell them what I know. I would say, however, I have no land for sale here.

COL. PAT. DONAN'S PYROTECHNICS.

The following is the celebrated speech about Dakota, made at the dinner of the Clover Club, in Philadelphia, last winter, by Col. Donan. The Rock Is'and Railroad's general passenger agent has printed it as an advertising card.

"Dakota is the newest, grandest, and worst treated of the territories of the Union, the garden spot of the

ters to turn the elm leaves golden. No summer droughts or winter floods spread devastation over the fields and hopes of our husbandmen. No army worms or grasshoppers sweep those fertile plains and valleys with nibbling desolation. No hailstorms rattle their destroying musketry upon the grains and fruits and plate-glass window-panes of that elysium—except now and then just enough to furnish business to our ambitious young home hail insurance companies.

"Bananas bloom in November and young oranges are dug the day before Christmas. Raisins, striped stick candy, tin horses and gunjun-rubber dolls ripen always just in time for Santa Claus' peddler wagon, with his reindeer team and 'his little round stomach that shakes when he laughs like a bowlful of jelly.' Pineapples and figs grow spontaneously on Canada thistle bushes everywhere, while the cotton-woods and dogfennel trees yield brook trout, nectaries and persimmons of large size and flavor, a canal boat load to the acre. Spring roses blossom on the plain, gentle Annie, for New Year's posies, and potatoes grow as big as beer kegs at the roots of every tuft of prairie grass. A whole Dakota family often sits on one end of a potato, while the other end is roasting in the fire. Cabbageheads, of full congressional and senatorial size, give forth the fragrance of the jessamine and honeysuckle to humming birds as large as canvas-back ducks, and clad in all the prismatic glories of the aurora borealis. We hatch our own wild geese, of such dimensions that tenderfeet, from Pennsylvania for instance, are liable to mistake

are dug the day before Christmas. We wall up for wells the holes from which we pull, with steam derricks and eighteen-hundred-horse power Corliss engines, our radishes and beets, and make cowsheds and circus tents of our turnip rinds. When we want a new union depot for our railroads, we simply cut doors and windows, and lay side tracks and switches, in one of our ordinary field pumpkins. We ship our cornstalks for saw logs and telegraph poles, and cut our wheat straw into stove wood and wagon-spokes.

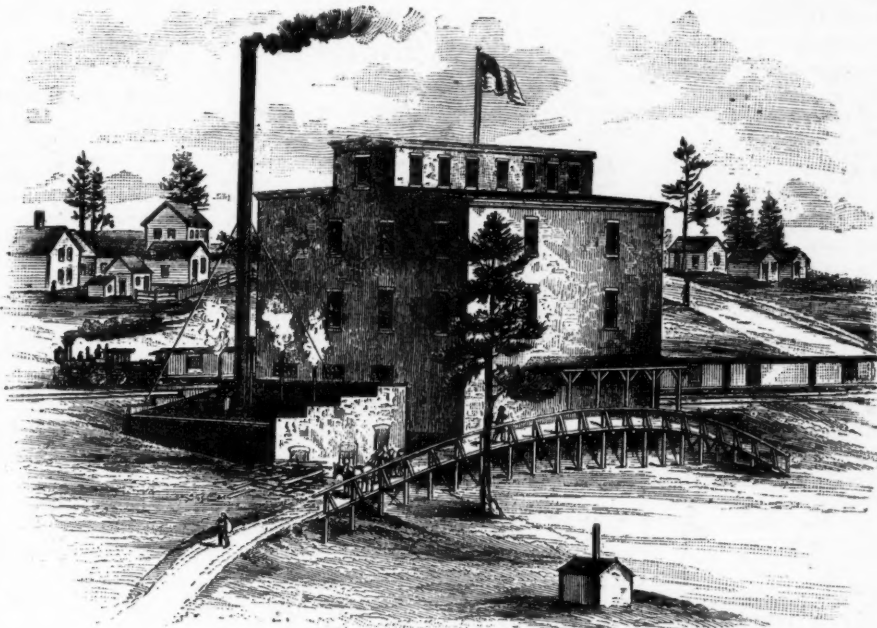
"Blizzards, tempests, tornadoes, and rascally political breezes come to that modern Eden only as dimly understood wailings from distant regions and peoples who do not know enough to find their way to the sole remaining quarter section of paradise in all the Western world. There no wave of trouble ever rolls across the peaceful breast, and the prosperous people who raise infallibly from twenty-five to seventy-five bushels of No. 1 hard wheat to the acre of land that costs them nothing, and get \$1.35 a bushel for it, can calmly smile at satan's rage, and face a frowning, because less fortunate, world."

A PARALYZER.

The Harrington (Wash. Ter.) *Times* relates the following:

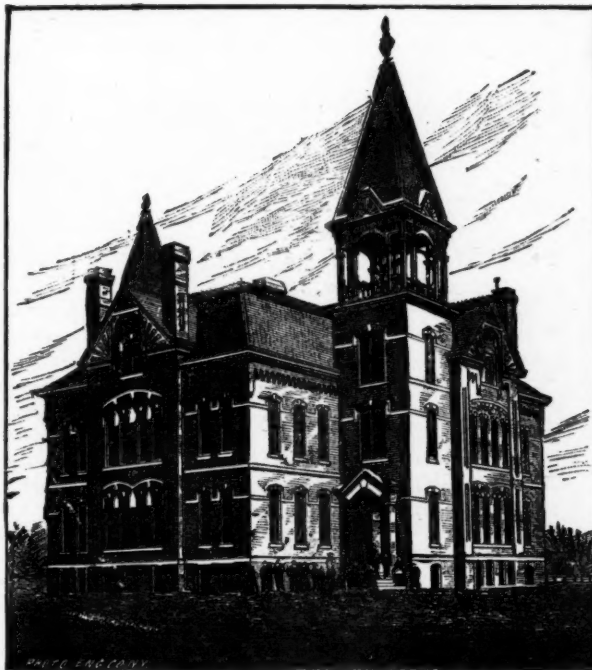
For the past ten days the district court at Cheney has been occupied by trying the case of Holmes vs. N. P. R. R. Both sides were represented by able counsel, and the story comes to us that during an argument for nonsuit, a legal gentleman from Walla Walla remarked "that the concomitancy of the relation of the evidence correlative to the concurrent circumstances produces an ultimatum which inculpates rather than exculpates the complainant."

The jury had been about half asleep up to the time the above flow of language struck them with the force of an electric shock. His honor gasped once or twice for breath, then reached for his pen, remarking: "The court failed to catch that last sentence. Please repeat, and I will make a memorandum. If, on looking up authority, I find said remarks mean what I think they do, I'll have you fined for contempt of court! In the meantime the jury can take an hour's recess to recover their faculties." If the above be true, the Walla Walla lawyers seem to carry the first torch in the procession.



BRAINERD.—HOWES & DOUGLAS' FLOURING MILL. [From a sketch by J. Passmore.]

continent, the imperial wheat belt of the globe. It is a more than royal realm, which ten years ago was unexplored and almost unknown, which but five years ago was almost wholly a region of romance and of fable. It is the land of all lands of 'No. 1 hard' wheat. It is a peerless but modest land that never sounds the fish-horn of its own fame. It is



BRAINERD.—NEW PUBLIC SCHOOL BUILDING.

the world's true wonderland, where no storms or tempests ever blow, and where all the breezes are trained to sing psalm tunes in *pianissimo* style, and in even better time and rhyme than the rendering of 'The Order of Full Moons' I heard just now.

"Our wildest blizzards, as unenlightened Down-Easters—including some Philadelphia journalists who ought to know better—sometimes term them, are used by gentle mothers to lull their babes to sleep. The sun shines ever with a mellow splendor that calls to mind the far-famed 'Happy Valley of Rasselas,' and there is just frost enough in our win-

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ST. PAUL AND MINNEAPOLIS, JUNE, 1885.

If the Marquis de Mores succeeds in his project of building a railway from Medora to the Black Hills Dakota will produce tin enough to supply the whole United States. At present all our tin comes from England, but the mines in the Black Hills are known to be richer and more easily worked than those of Cornwall.

If there should be any falling off in the amount of this year's wheat crop in Minnesota and Dakota, as some predict, it will be fully made up by the larger acreage sown in Oregon and Washington. The estimates we get from the extensive grain-producing districts of the Pacific Northwest indicate that the area in crop is fully twenty per cent greater than last year. The Willamette Valley increase is about fifteen per cent, while in the Walla Walla and Dayton districts and in the country north of Snake River it is at least twenty-five per cent.

THE Bismarck Tribune prints a map of the United States, entitled "The Last of the Public Domain," upon which the Northwestern portion of Dakota is marked as comprising the only considerable area where free Government land can still be had for homesteads and where litigation is not requisite for agriculture. The map is striking but not altogether correct. There is a large region in Eastern Washington not yet fully settled where no litigation is needed and where good homesteads can be had on the public lands.

THE NORTHWEST published last fall news of the discovery of an extensive body of marble in Washington Territory, near Fort Spokane. Further examinations made this spring show that the marble cropping covers almost the entire side of a high mountain. Specimens have been sent to marble

workers in different parts of the East and they all agree in pronouncing them to be of an excellent quality. Some are pure white and others are of a gray or orange color. The stone is easily worked and susceptible of a high polish. This discovery is destined to develop an important industry. No marble is now quarried on the Pacific Coast, or, indeed, anywhere nearer than Vermont or Tennessee. When the Fort Spokane ledges are opened and worked it is believed they can supply the marble market not only of the Pacific Coast, but for the entire country as far east as St. Paul.

THE EMIGRATION SEASON.

We have so long preached the gospel of Western migration and Western development that there is little new to be said upon the subject. Yet the subject itself is new every year to multitudes of people in the older sections of the country. With each returning spring a fresh interest is felt by these multitudes in the resources and characteristics of the vast regions lying beyond the states already well filled with population. Every year ambitious young men just starting in life, and older men, finding their present circumstances too cramped for the free play of their energies, look with longing to the Northwest, and every year the tide of Western migration begins to flow as soon as the frost leaves the ground and continues until the succeeding autumn. This is one of the most healthful currents of our American life. Fortunately there is still an ample outlet for it and will be for a decade or so to come. There is still a very large area of unsettled country in our Western states and territories well adapted to sustain a highly civilized society, and even greater areas which are but sparsely settled and which cry aloud for more population. In addition there are still other areas of great magnitude where settlement must always be sparse, by reason of the comparatively small amount of agricultural lands, but where there are excellent opportunities for enterprise in stock raising, mining, lumbering, and other operations best carried on where land is cheap and population scanty.

We stand in the gateway of the most attractive regions of the Northwest and hope to do so for many years to come, to make known its resources and spread abroad its special attractions for settlement. The classes of people who can most profitably emigrate to the Northwest are, of course, many, but they may be grouped in the following divisions:

First—Farmers' sons who understand the practical side of agriculture, but have no land of their own and yet can command a little capital to make a start upon a homestead on the rich prairies.

Second—Older men with small farms on which they can only make a decent living for their families. With the money they could get by the sale of their little places in the East they would soon become independent farmers on a large scale on the cheap lands of the Northwest.

Third—Energetic merchants and mechanics to go into the new towns and take leading positions in their respective lines of business.

Fourth—Stock raisers with capital enough to put in herds and flocks on the free, open bunch grass grounds. Large and steady profits are made in raising cattle and horses, and in wool growing.

Fifth—Practical miners. The resources of Montana, Idaho and Washington in gold and silver ores are very great and but partially developed.

Sixth—A numerous class of people who seek health by means of a favorable change of climate. Some are wonderfully restored by the invigorating air of the prairies. Others find health in the high latitudes and dry atmosphere of the great central plateaus of the mountain regions. Still others discover the best conditions for vigor and long life in the mild winters and cool summers of the Puget Sound region. In the great variety of climates embraced in the country lying between St. Paul and the Pacific Coast, almost anybody to whom a change in location is recommended for health reasons can find the conditions best suited to his case.

Finally—To all who want a broader field for individual growth and enterprise and who long for the freedom of movement, the ambition and the hopefulness of new communities, the Northwest offers unfailing attractions.

IT IS AN ILL WIND THAT BLOWS GOOD TO NO ONE.

The Riel rebellion is not that sort of a breeze. Bad enough it is for our Canadian neighbors, but by way of compensation, it is a good thing for the new country on the American side of the boundary. Emigration to Manitoba and to the nearer provinces lying further west is almost entirely suspended this year. The people who intended going thither naturally stop in Dakota or push on to Montana or Washington Territory to find new homes under the stars and stripes, instead of under the British flag. To them the change of destination will prove advantageous. No good reason, unless the sentimental one of going upon British ground may be called so, can be urged in favor of the Canadian, as against the American, Northwest. No doubt there is plenty of good, unoccupied land in Manitoba, Assiniboia and Alberta, but there is equally as good land to be had in Dakota and our other Northwest territories, where the climatic conditions are much better and where the great American markets and transportation lines are comparatively close at hand. A difference of four or five hundred miles of latitude in a northern country is a very important one. It is like an inch on the end of a long nose. The winters are long enough and cold enough on our side of the international boundary; why, then, should settlers seek a country where they are still longer and colder?

THE DEFECTIVE TIMBER CULTURE LAW.

We see by a paragraph in the *Fargo Republican* that three tree claim patents were recently received at the United States Land Office in that city, making four in all that have been received since the land district was established. This is a significant statement. It shows of how little real value the tree culture law is in encouraging the planting and care of timber. Many thousands of tree claims have been filed in the Fargo district, and in every other district to which the law is applicable, but the number of claimants who comply with the law and carry their claims through the required seven years is inconsiderable. Most of the tree claims are filed only for the purpose of holding the land for a year or two, until it can be turned into a pre-emption or homestead, by a second party, to whom the original claimant relinquishes his right. The manner in which this is done is as follows:

The man filing a tree claim is not obliged to do anything on the quarter section until the expiration of a year, when he must break five acres of ground. At the end of two years he must break five acres more and plant the first five in some crop. One year later he must put in tree seeds or cuttings in that five acres and after still another year on the other five. If the country is being rapidly settled, by the end of two or three years, before he has done anything towards raising trees, his claim will become valuable and somebody will be willing to pay him a few hundred dollars for it. He has no right to turn it over to another party, but he files in the land office an abandonment of the quarter section as a tree claim and with the same paper goes the new filing of the man to whom he sells the claim, who immediately enters it as a homestead or pre-emption.

The timber culture law was based on an excellent idea, but it was not wisely drawn and has consequently failed of accomplishing any great good. In its present form it is merely an instrument to enable men to hold land for speculative purposes.

A NORTHWESTERN FAIR.

The liberal provision made by the Minnesota legislature for State fair grounds midway between the cities of St. Paul and Minneapolis, brings to the front

a question that has been in many men's minds for some time past, namely, that of a Northwestern regional exhibition. When the improvements provided for are made in the new State fair grounds the chief facilities for such an exhibition will be ready. There will be the inclosed grounds, the railway communication with both cities and the buildings needed, with the exception of one main structure. State fairs are good institutions in their way, but we need something broader in its scope in order to invite the attention of the whole country to the resources of the entire region tributary to St. Paul and Minneapolis. We want an exhibition in which Minnesota, Wisconsin, Dakota, Montana, Idaho, Washington, Oregon, and perhaps also the Canada Northwestern provinces shall join. Such an exhibition would rise in dignity and interest, and in its power to produce lasting results, far above the possibilities of a State fair.

There need be no attempt to create a universal exhibition like that at New Orleans, which, in spite of its great attractions, proved a lamentable financial failure. Our Northwestern exhibition should be strictly limited to the manufactures, products and natural resources of the country it would represent. It should be supported by liberal appropriations from the states and territories taking part in it and be managed by a board in which they would all have equal representation. The cost of such an exhibition need not be over one-third of that incurred by the recent New Orleans Cotton Centennial and there is every reason to believe that its receipts would be far greater. The summer season, during which it would be held, is delightful in these Northern latitudes and it would attract pleasure travel from all parts of the United States. The hotels of the twin cities, including the magnificent Ryan and West establishments and the great summer hostleries on the neighboring lakes, would afford ample accommodations for the throng of visitors. Rapid steam transit to the fair grounds from both cities would make the journey to and from the great exhibition a matter of a few minutes' ride. Cheap excursions could be arranged to enable tourists to visit the National Park, Pacific Coast, Red River Valley, Lake Superior, and all parts of Minnesota's beautiful lake and park country. If well managed such an exhibition would result in bringing tens of thousands of new settlers into the Northwest and many millions of dollars of capital. It would doubtless take two years of effort to properly organize so great an enterprise, but movements to that end should be set on foot at once. Who is the strong, competent, practical, enthusiastic man to take the project in hand and organize it?

A DUDISH young man direct from London, not familiar with frontier bull-whacking, lately took a claim in Griggs County, and the *Cooperstown Courier* quotes him in this way: He started out with his load of lumber, dressed in corduroys, a helmet hat, and eight bottles of 'alf and 'alf; and this was the way he talked to his cattle: "'O 'aw—go lang, Duke! Beg your pawdon! Hi mean, gee—gee! Gee! ! you blarsted, beastly Hamerican hanimal!"

HEAVY LAND SALE.—The event of the past week was the sale, by Messrs. Robinson, Button & Co., of this place, of thirty-one sections of railroad land. The fortunate purchaser of this large body of the rich soil of La Moure and Dickey counties was Mr. Samuel Glover, of Delaware, Delaware County, Ohio. Mr. Glover arrived here Tuesday of last week, and during the eight following secular days, in company with Mr. R. D. Button, he traveled an average of fifty miles a day examining the railroad lands in this region, from which he selected and purchased thirty sections, aggregating the large amount of 20,000 acres. The lands selected lie within 8 to 15 miles of La Moure, in every direction except north, about half being located in each of the counties of La Moure and Dickey. The listed price averages about seven dollars per acre, but as Mr. Glover is buying with Northern Pacific the actual cost to him will be about forty per cent of that price, so that his purchase will aggregate over \$55,000 hard cash.—*La Moure (Dakota) Progress and Chronicle*.



A STRIKING fact showing the great increase in value of Minneapolis real estate was brought out in the King-Remington suit, recently tried in that city. It appears that the King farm, lying in the western suburbs of Minneapolis, was valued at \$500,000 in 1878. Since that time the Remingtons have sold \$2,500,000 of property out of it and still have considerable of it left.

MR. M. W. COOKE, of Detroit, Minn., tells me that the construction of the Canadian Pacific has driven a great deal of elk down into Minnesota and that not only elk and moose have become numerous in the great forest tract north of Northern Pacific line, but that four reindeer were killed during the past winter. Mr. Cooke is secretary of the Ornithological Society of the Mississippi Valley and takes great interest in all matters of natural history.

"SPEAKING of consumption," said an Oregon man whom I met lately, "did you ever know a bald-headed man to have it?" I could not recall such an instance. "Neither did I," said the Oregon man, "and I never heard of a bald-headed man having the disease. People who die of consumption all have heavy heads of hair." A listener to the conversation remarked that this ought to be widely known, as it would be very consoling to men who part their hair with a towel.

IN traveling through the Northwestern country one finds, not frequently, but occasionally, a man who knows how to keep a hotel. In La Moure, Dakota, for example, there is Mr. W. Parker, who owns the Peoples Restaurant opposite the depot. His restaurant is in reality a neat little hotel on the European plan, with a few clean, comfortable rooms for travelers and a well supplied table. Mr. Parker, or perhaps it is Mrs. Parker, has mastered the art of making a cup of good coffee, a simple thing, but a rare accomplishment with cooks in hotels and boarding houses.

MY friend, the editor of the *Hefner Gazette*, thinks he has discovered a poet out in the bunch grass country of Oregon, who can discount Tennyson in his old age. The poet's name is B. E. Hathaway, and the evidence of his genius is a charming little lyric called "The Way of the Rain." I am sorry to tell you, dear *Gazette*, that you have discovered a fraud, not a poet. "The Way of the Rain," was printed in *THE NORTHWEST* last November. Its author is A. D. T. Whitney. Your friend has made two changes in it, to give it a local color. He has altered farmer to rancher, and has changed the line, "The wide new country far away," to "In this dry country, out of the way."

ONE of the "bonanza" farmers on the Minnesota side of the Red River Valley says that Indian labor in the harvest fields is much preferable to Scandinavian labor. The Scandinavians need to be looked after carefully by an overseer or they will shirk and slight their work, especially in shocking the corn, which needs to be carefully done, but the Indians from the White Earth Reservation, when once they are shown how to do a thing, will do it carefully and faithfully. Although rather slow, without any watching, they seem to have something of the mechanical imitative faculty of the Chinaman; when you have given your Indian an object lesson in setting up a shock of wheat you can go away with the certainty that he will set up every other shock just that way.

I MET a Wisconsin hop buyer at Perham, Minn. He had stopped off to sell some Washington Territory hops to the local brewery. "Most of the Eastern brewers," he said, "believe that while the Washington hops are good winter stock they are not strong enough to make beer that will keep in summer." This is a mistaken notion spread abroad by the Waterville (New York) paper, that is the organ of the New York hop growers. There's nothing in it. The hops grown in the Puget Sound country are the best in the world, whether for summer or winter use. When this fact becomes generally known, Washington Territory will almost monopolize the hop-growing business. I bought one man's crop in the Puyallup Valley that yielded 3,500 pounds to the acre. It's of no use to try to compete in the East with yields like that. Another great advantage in Washington is the freedom from lice. The louse has ruined the hop yards of Wisconsin. In New York they fight it successfully, but it costs a good deal of money to do so.

IT is always interesting to know how successful business men made their first start in life. The *NOTE BOOK* learns that Lewis Baker, editor and publisher of the *St. Paul Daily Globe*, started in business as a newspaper man with a capital of thirty dollars and an old gold watch. It came about in this way: Young Baker had worked in a country printing office in Eastern Ohio a whole year for fifty dollars and his board. He saved all the money. One day a tramping journeyman printer came along and borrowed twenty dollars of him, giving as security a pretty valuable gold watch and chain. The jour. tramped off to parts unknown and was never heard from again. After waiting a considerable time Baker concluded that he might honestly regard the watch as his property, and learning that a small newspaper in an adjoining county was for sale he went on foot to the place and succeeded in negotiating for the purchase of the concern. It was owned by a lawyer who had got tired of playing editor, and took the watch and chain and the thirty dollars as first payment, turning over the concern to Baker, who made the paper pay and in the course of a year or two was able to clear off the debt.

I MET the other day, in a little town in Western Minnesota, a man who was a whole show in himself. He posted the bills, attended the door and gave the entire performance. The admission was fifteen cents for adults and ten cents for children. The economy of this arrangement, in these dull times, struck me very forcibly. The showman had no advance agent to pay, he was sure of getting all the receipts at the door and he hired no performers. He told me that he had been an actor in a traveling company which had broken up disastrously, and not knowing what else to turn his hand to to make a living, he had started out as an elocutionist and facial delineator. He avoided all the large towns and struck only the little villages not big enough to tempt experiments by regular concert and theatrical companies. One part of this economical showman's plan was to engage his halls for ten per cent of the gross receipts of the door, so that in no case could his hall rents eat up his receipts. I asked him what he did about a license; he said he usually shamed the village authorities out of asking a license of a show that consisted of only one man. "What are your average receipts?" I inquired. "Well," he replied, "back here in Audubon I took in seven dollars and my whole expenses including the hotel bill and the seventy cents for the hall were three dollars, so I did pretty well, you see."

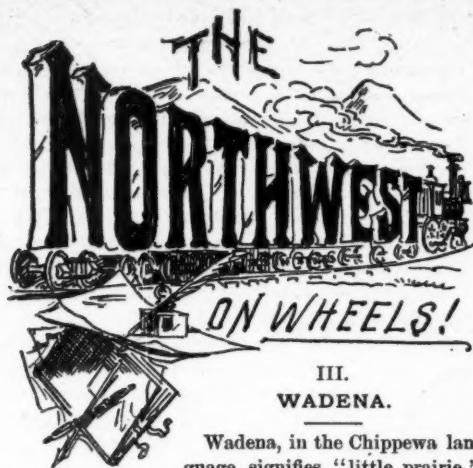
WHEN I was in Brainerd recently Prof. J. A. Wilson, superintendent of schools, took me to see the new school building, a handsome structure of yellow brick, scrupulously neat throughout, well warmed and well ventilated; the desks of polished hard maple; a piano in one room, cabinet organs in others, blossoming plants in the windows; in short, everything bespoke order, taste and attractive educational methods. I thought of the enormous progress in school buildings and school equipments made during

the present generation, and there came to mind, by way of contrast, a certain rude log structure near Harrodsburg, Kentucky, where I officiated as school-master when a lad of eighteen. The building was called the Friendship meeting house, and served for a church on Sundays and for school purposes during the week. The seats were rough board benches. There were no desks, but on one side of the room a broad slab was fastened to the wall, with a bench in front, which was occupied for half an hour each day by such of the pupils as were far enough advanced to grapple with the art of writing. One June day there was a mysterious silence about the place when the master returned from his noon meal at a neighboring farm house. The boys had taken a half-holiday and gone fishing, and the girls, determined to exact the same privilege, had entrenched themselves in the building, barricading the door and fastening the four little windows, which were about as high from the ground as a man's head. The school house was thus converted into a block house, and the big girls within laughed defiantly at the master's vain attempts to force an entrance. This proceeding was called "barring out," and usually happened once in a term in the old times. The big boys generally started it, but in a Kentucky log school house the girls were able to hold the fort about as effectually as a company of soldiers could have done.

WHEN Gen. Irwin McDowell died last month, a true soldier and gallant gentleman passed to the better life. I saw him last in San Francisco three years ago. He told me he had never been really ill in his life. Perhaps his retirement from active service shortened his days. He greatly disliked to be placed on the retired list. He said that he had never in all his career been better fitted for military duties than then, when the law was about to force idleness upon him because he was sixty-two. His eye was keen, his form erect, and his face had the ruddy hue of perfect health. McDowell had hard lines in the war. He had to bear the bitter reproaches of the country for the defeat at Bull Run, which was the result of no errors of generalship on his part, but of the failure of Patterson on the Upper Potomac to move on Joe Johnston, so he could not go to reinforce Beauregard. For a long time it was believed he was drunk at Bull Run, although he had been a teetotaler, drinking no stimulants, not even tea or coffee. Gen. Garfield, who was greatly attached to McDowell and named his third son for him, once told me that the story about McDowell's being drunk arose from his habit of sleeping in the saddle when on a march. During the retreat many of the soldiers saw him nodding and sitting his horse unsteadily, and spread the report that he was intoxicated. A man less strong in character and of less ardent patriotism would have been broken down by the Bull Run disaster, but McDowell continued to serve as a corps commander to the end of the war, much of the time under commanders of far less military ability than he possessed. Looking back on Bull Run now, we can see that the Federal defeat was a blessing. If the rebels had been beaten and Richmond captured, the Confederacy, not then solidified by the shock of war and cemented by rivers of blood, would probably have crumbled and the Union would have been saved for the time with the curse of slavery still upon it.

A Goose-hunting Cow.

Landlord Bates, of the County-Line Hotel, has a novel method of hunting geese. A flock of geese alighted in the field. Securing his double-barrel gun Mr. B. visited the stable, and soon appeared with a mild-eyed, gentle-appearing cow. Heading her so that she would pass on the left side of the geese, the hunter bowed his back and walked along by the left side of the beast. The latter seemed to understand exactly what was wanted, as Nimrod had no trouble in guiding her. When about one hundred yards from the game the cow was allowed to pass on, revealing Mr. B. ready to fire. The other day Mr. Bates killed five geese at one shot, and, from his record thus far, the gentleman must be set down as the champion goose harvester of his neighborhood.



III. WADENA.

Wadena, in the Chippewa language, signifies "little prairie."

The prairie in the midst of which the town stands is small in comparison with the big prairies that lie further west, but it is large enough to maintain a considerable farming population, just how numerous I cannot say, but judging from the number of stores it supports in the town it must consist of 5,000 or 6,000 people. The town itself claims to have 1,300 without indulging in the characteristic western spirit of exaggeration. For its general appearance and business prosperity our picture speaks as effectively as could a column of descriptive writing. The history of the town begins with the construction of the Northern Pacific Railway which was built from Brainerd westward to the Red River during the summer of 1871. Thos. H. Canfield, now of Lake Park, Minn., then the manager of the town site company attached to the Northern Pacific, selected the location and platted the town. Settlement came in very rapidly, attracted by the richness of the farming lands in the vicinity and by the evident opportunity to build up a business centre. Wadena County was created shortly afterwards and Wadena made the county seat. Thenceforth the place had a steady growth which was accelerated by the Northern Pacific, Fergus and Black Hills branch, built in 1880 and 1881. This branch has its eastern terminus at Wadena and runs in a southwesterly direction through the Lake Park region of Otter Tail County to the city of Fergus Falls and thence across the Red River Valley into Dakota, ending for the present at Milnor, forty miles west of the Red River. The most noticeable building in Wadena is the new high school house recently finished and very handsomely and completely equipped with the best educational appliances. The first thing you are asked on visiting the place is, "have you seen our new school house?" The pride which is felt in this institution is a good index of the general intelligence of the people. The course of study in the high school is so arranged that its graduates can be admitted at once to the collegiate course of the University of Minnesota, the university sending out the examination papers for the graduating classes. Thus the school becomes closely associated with the higher educational system of the State.

Wadena has not rested content with its mercantile trade with the large tributary farming country, but has established several manufacturing concerns—a flour mill, planing mill and a plow factory. The forests of the vicinity furnish both pine and hard

wood and the plow factory might profitably be extended into a large manufactory of agricultural implements, supplying the prairie country of Dakota where there is hardly wood enough to make an axe helve. As an evidence of the stability and prosperity of the place I must not forget to mention the two banks and the weekly newspaper, nor should the Wadena Boat Club, with its neat boat house on a neighboring lake, be overlooked. Wheat in Wadena County is about as sure a crop as anywhere in the United States and gives a regular yield of from sixteen to twenty-five bushels year after year in fields which never had any manuring. Until within the last few years the farmers devoted their entire attention to the wheat crop and the feed for their animals had to be shipped in from Southern Minnesota and Iowa; but now oats and Indian corn are raised, and last season there was a considerable surplus of oats for shipment. Corn is not a sure crop; it fails about one year in three, but it is never a total loss, because the stalks and unripened ears are good for fodder. The general opinion of the best farmer is that it pays to raise it as a regular crop in quantities sufficient for the needs of the stock.

Young as the town is, there is a little vestige of history connected with it, for across its site ran a road which was traveled by the Red River carts from the Selkirk settlement in Manitoba, before there was a mile of railroad in Minnesota. Every year there was a pilgrimage of these carts and their French,



STREET VIEW IN WADENA, MINN. [From a sketch by J. Passmore.]

Scotch or half-breed owners to the trading posts of St. Cloud, bringing down furs and taking back the necessary goods for frontier life. Let me explain, for the benefit of such readers as have not traveled in the Northwest, that a Red River cart is a ponderous and clumsy vehicle made of wood and rawhide thongs, and drawn by an ox or a pair of Indian ponies hitched tandem. This vehicle is the family carriage of the half-breeds of the whole Canadian Northwest, and for almost a century has been the means of transportation for the Hudson Bay Company's supplies in regions where rivers are not available for canoes or bateaux.

There are two grain elevators in Wadena, one owned by the Northern Pacific Elevator Company, which has its headquarters in Fargo, and the other by an association of farmers who formed a co-operative company to relieve themselves of what they considered the extortion of the elevator monopoly. The annual wheat shipments are about 250,000 bushels. A project for building a railroad from Wadena into the prairies and pineries of Hubbard County has got so far along as the formation and incorporation of a company. Some local aid has been voted by the townships on the line, but times are by no means favorable for new railroad enterprises, and this one, with many others, will have to wait for a revival of general prosperity.

IV. VIEWS FROM OUR CUPOLA.

VERNDALE.—The pretty little town of Verndale, thirty-nine miles from Brainerd, had a season of very rapid growth in 1880, 1881 and 1882 with the settlement of the fertile farming country tributary to it, and is now an active trading and wheat shipping point. About 200,000 bushels of wheat were shipped last year. This region was originally part open prairie and part jack pine land. The first settlers despised the jack pine lands, but in late years they have been cleared to a considerable extent, and proved to be about as good as the prairies, the soil being a light sandy loam, quite well adapted to wheat growing. L. W. Smith, one of the oldest settlers, gave the town its name in honor of his daughter Vernie. The title is both pretty and appropriate, for the green wheat fields, hemmed in by pine forests, make verdant colors in the landscape, and suggest that the name might be a contraction of the word verdant or vernal dale. Mr. McMillan, the editor of the local paper, the *Verndale Journal*, which, by the way, is a noticeably well printed sheet, drove me about the country south of the town, past many well tilled farms, fenced with pine saplings nailed to oak posts. There was a pungent smell in the air of burning straw stacks. Many of the Minnesota farmers continue to fire their stacks every spring, to get rid of the straw. It

seems a waste of good material, for which some use ought to be found. One of the neatest places I saw during the drive belonged to a French-Canadian. The pioneer log hut was still standing near the new farm house. The French-Canadian element is quite large in Northern Minnesota. These people are careful tillers of the soil, keep their buildings and grounds in neat order, and every farmer is sure to have a good vegetable

garden, a thing which can't be said of many of the American settlers. Verndale has two grain elevators, and the competition in handling wheat proves advantageous to the farmers. The hundred-barrel flour mill of Mr. Brett, for which the little Wing River supplies water power, is also a good thing in its way. When it was first established farmers came for a distance of ninety miles to get their grist ground. There are two banks in the place, the Wadena County Bank and the Verndale Bank. Mr. Stewart, the manager of the latter, a pushing and sagacious business man, who has done a great deal for the development of the town, told me that although the surrounding country could not be considered new in the sense in which Dakota is so called, it still offers a large amount of good farming land for settlement at prices ranging from five to ten dollars per acre, according to the distance from the railroad. This region has one decided advantage for men of small means who are endeavoring to secure farms and make comfortable homes. After the crops are harvested and the summer work done, they can earn fair wages all winter in the woods, getting out firewood and railroad ties, so that there need be no idle season for them. Mr. Stewart says the demand for capital for safe investment on first-class mortgages in Wadena County considerably exceeds the supply. To those who have money to loan on good security and at good rates of

interest the Bank of Verndale can be recommended. The new county of Hubbard, lying north of Verndale, and containing a good deal of prairie and a large amount of pine lands, is to a great extent tributary to the town. A road constructed by a State appropriation leads to it, and there is communication by a stage line. In the vicinity of Verndale are extensive hardwood forests which naturally suggest possibilities of manufacturing enterprise, and particularly of the making of agricultural implements.

NEW YORK MILLS.—This is a small lumbering town between Wadena and Perham, and has become of late the nucleus of a large settlement of Finlanders. A paper is published in the place in the Finnish language, and the enterprising editor says he sends nearly 1,000 copies to Finland to stimulate further emigration. The Finns are a reading people, and are much ahead in general civilization of the Russian peasantry. Although Finland belongs to the Russian empire, it has preserved its own language and to some extent its old political institutions. The Finnish settlers in the Northwest prefer a wooded country to the open prairies. They don't mind the labor of clearing up farms, and, being a hard working and frugal people, they make steady progress in prosperity. In religion they are Lutherans. There is no minister as yet in the New York Mills settlement, and services are conducted by a lay reader. The Episcopal clergyman at Perham, whom I met on the cars, told me that the Finns had asked him if he could administer the sacrament, and that he had informed them, after consulting with his bishop, that he could do so. Looking over their ritual, he found that it closely resembled that of his own church.

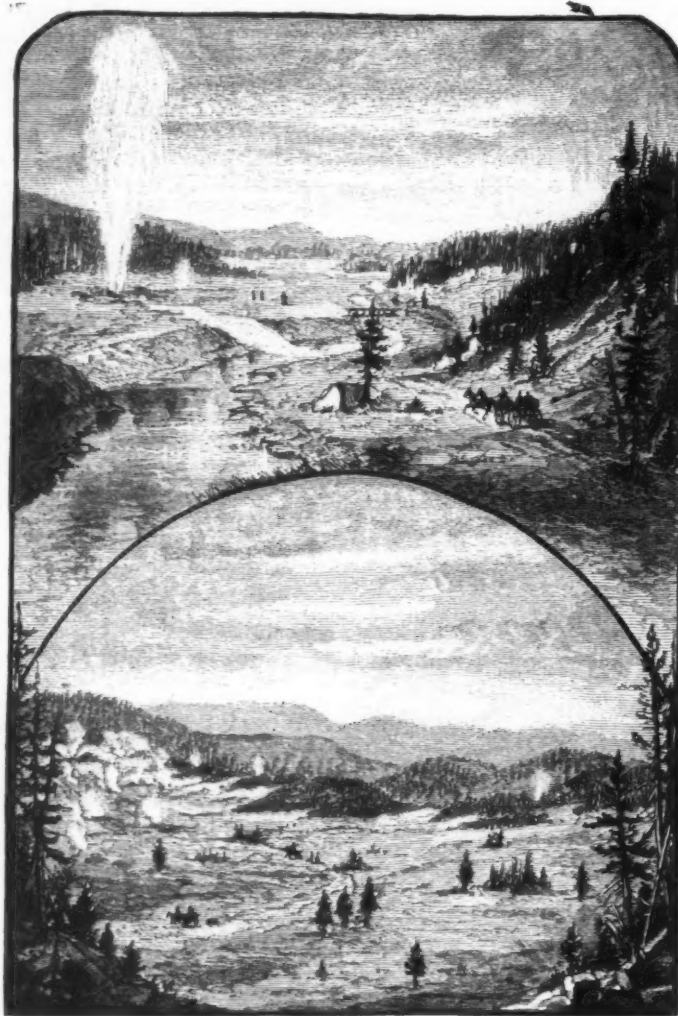
RUSH LAKE.—At Rush Lake, a few miles from Perham, there is a German Catholic settlement, in which a schism arose a year or two ago,—not about matters of doctrine, for such a thing never occurs among Catholics, but as to ways of living. The leader of the flock, Father Joseph, had died. During his lifetime he had instructed his people to live very plainly on the simplest food and to wear very plain, coarse clothing. As they grew more prosperous, some of them began to disregard the good father's precepts. Discussions and hard feelings arose; finally a portion split off and went to Lynn County, Oregon, taking the bones of the good priest with them in order that they should have the advantage of whatever of saintly influence might attach to his remains. The departing colonists were obliged to dig up the bones in the night, for fear of the wrath of the members of the other faction.

"THE NORTHWEST on Wheels" acknowledges the compliment of a serenade from the band of Lake Park, Minn.

AN amusing incident occurred at Brainerd. By some mistake a freight train picked up THE NORTHWEST car early one morning and started west with it. The inmates were all asleep. When they awoke to a realization of the situation, one of them went to the door and hallooed. A brakeman came running along the roofs of the freight cars. Astonished at the apparition of a man in a long nightgown, gesticulating and shouting, he exclaimed: "What the devil is up?" "There is only one devil up now," replied the man in the nightgown, "but there are two more in bed who will be up directly and then there will be great developments if you don't drop this car." The car was dropped at Gull River and pulled back to Brainerd on the next east bound train.

NATIONAL PARK SCENERY.

We give on this page two views of scenery in the Yellowstone National Park. One shows the Excelsior Geyser, the most powerful of the great natural fountains of the Park, and probably the largest geyser in the world. The Excelsior gives two or more displays daily, sending out a compact body of water from six to seventy-five feet in diameter, to a height varying from sixty to three hundred feet. The other view shows what is generally called the Middle Geyser Basin, where the Excelsior is one among many active geysers.



YELLOWSTONE NATIONAL PARK.—EXCELSIOR GEYSER AND GENERAL VIEW OF MIDDLE GEYSER BASIN.—[From photos by F. Jay Haynes.]

MANGANESE.—There are a hundred fortunes lying unclaimed, and almost unnoticed, within a very short distance of this spot. It is an immense ledge of ore, known as manganese, which has of late been discovered to be a very valuable ingredient in the manufacture of steel. It is also used in the manufacturing of chlorine, which is now largely used in the recovery of gold and silver from their ores; and also as a bleaching powder. The following is the result of an analysis of a specimen of the ore taken from the surface: Silica, .75; manganese dioxide, 27.84; ferric oxide, .16; calcium carbonate, 71.25; total 100. It is pronounced by those versed in the value of ores to be of a very high grade, and there it lies, for whomsoever will, to come and take it from the Government.—*Dunseith (Dakota) Herald.*

STRAWBERRIES IN APRIL.—Mr. James McClelland presented this office yesterday with a bunch of large, ripe strawberries, grown in his garden in East Olympia. They are called Crystal City and are the earliest variety grown. The sight of them would no doubt astonish our Eastern friends, who wonder so much at our having flowers in the open air in winter.—*Olympia (Wash. Ter.) Transcript.*

MISTAKEN NATIONAL CHARITY.

Senator Plumb, of Kansas, has a level head on the Indian question. In a recent speech in the Senate, on the Indian appropriation bill, he made the following sensible remarks:

"I want to say now, repeating what I have said heretofore at some length and which I thought I would never say again, that I do not think that the chief end of an Indian ought to be to live off the Government, and I do not think the chief end of the Government ought to be to encourage the Indian with the belief that he can always live off the Government, nor to permit him always to live off the Government. I believe that under a proper system of management nine-tenths of the Indians of the United States, at least, men, women and children, could become self-supporting. Their wants are simple, or at least they were originally. We have cultivated them somewhat by giving them extravagant articles of food, etc., and we have shielded them because they have come to believe to a very large extent that the Government was rich enough and big enough, not to give them a farm, but to enable them to live without a farm or without doing anything. That grows, like other vices, by what it feeds upon; and this constant giving without stint, and the understanding that always whenever there is a lack the Government is ready to make it up, and that therefore individual effort can be remitted or abandoned entirely, has produced, I think, largely that condition of things which we find now existing.

"I do not propose to attack it now by means of this appropriation bill, but I want to say that what the senator from Missouri said ought to be a warning that we are proceeding in the wrong direction, that we are schooling children in things which can never be of any use to them, and that we are keeping people in enforced idleness at places where they can never do better than they are doing now, and thus laying the foundation for the continuation of this charity until the end of time. While I may not seem very soft-hearted, I believe I have never failed to respond to demands for more food when it was said somebody was starving, and I have voted for all these emergency bills, and they have been numerous; but it is improper that we permit that condition of things to exist which will confront us with these emergencies and with these appeals which we cannot disregard; and yet in that way we produce this condition of things. We are doing a great wrong, not only to these Indians, but to the people of the United States, whom we tax for their support."

Those desiring to check a tendency to obesity may now choose between four systems: 1. The original Banting, which consists of eating nothing containing starch, sugar or fat. 2. The German Banting, which allows fat, but forbids sugar or starch. 3. A Munich system, which consists of dressing in woolen clothes and of sleeping between flannel blankets instead of cotton or linen sheets; and 4. The Schweninger system, which insists on an interval of two hours between eating and drinking. The *Lancet's* advice to hunting men who may be thinking to reduce their weight is, "Do not try it."

Horseshoes were unknown to the Greeks and Romans, and yet the people of these nations had considerable luck. They escaped the dynamite scare, the crazy-quilt scare, tramps, and the roller skating mania.—*Lowell Citizen.*

[Written for *The Northwest*.]

THE PRESS.

BY T. F. KANE.

How swiftly speeds the printing press,
As lovingly it folds
And fearlessly it holds
The pure white paper to its form.
As lovers kiss with kisses warm,
It kisses there its true impress.

Oh! welcome messenger of light,
You give to us as none
E'er gave, save only one—
And He, O, God, was crucified—
Sublimest truths so simplified,
That every soul may know the right.

But who to his bared breast would dare
That unstained paper take
And truthful impress make
Of all that's locked within the heart,
And thus to all the world impart
The counterpart of secrets there?

[Written for *The Northwest*.]

THE YOUNG EMIGRANTS.

A Story of Frontier Life in Dakota.

CHAPTER VIII.

THE FARMERS' CLUB—MONEY LENDING—COST OF RAISING WHEAT.

The following winter a farmers' club was organized in the neighborhood where Will Russell lived. A settler from Ohio started the project. He was a bright young man, lately married, who came from the Western Reserve, where he said such clubs had been in existence for a long time. "The object," he said to the neighbors, as he rode about on his horse one bright November day, calling at their houses, "is to bring people together, talk about our mutual interests, break up the monotony and loneliness of country life in the winter season, and keep our minds active. We must have the ladies as well as the men, and they must give us a little music and some recitations." The plan worked admirably. The meetings were held in the new school house. Sometimes there was a debate in the old-fashioned style of choosing a question and appointing speakers on the affirmative and negative sides; sometimes there was a free talk all round; once the younger members got up a little dramatic representation. The stage fixtures were amusingly rude, and the prompter had about as much to say as the actors, but everybody enjoyed the affair. On another evening an eccentric settler, who lived a hermit life on a homestead claim and seemed to entertain a settled prejudice against cutting his hair or beard, astonished the company with a lecture on the "Rights of Man," in which he declared that property was theft and marriage slavery, together with other fantastic socialistic notions. As he had never tried marriage and held on to his property as tenaciously as anybody, the audience thought he was not exactly the proper person to preach the new communistic gospel. The most profitable evenings were those devoted to general talk about the practical side of life in a new country. On one of these evenings the question of borrowing money on mortgages was discussed. Mr. Burchard then had a good chance to advocate his idea that the money lenders were a curse to the country.

"They encourage men to borrow at heavy rates of interest, and to trust to the future to make money enough to clear off their debts. Two or three years seem a long way off, and the settler is sure he can take up the mortgage, but the mortgage works all the time, when he sleeps and when he wakes, in winter and summer, in fair weather and foul, and at last it eats him out of house and home. I believe that four men out of five who try to farm on borrowed money at ten, twelve or fifteen per cent interest come to grief. I tell you, my friends, you can't

afford to buy reapers and seeders and plows and horses with borrowed capital. Better grub along for a few years as best you can, only cropping a few acres. Anyway you can get a living, and after awhile you will get a little forehanded and can branch out little by little. If you don't have much to show for your work you won't need to lay awake nights thinking of the mortgage, and you needn't be afraid the sheriff will sell you out."

Another member of the club related a striking instance of folly in borrowing money. A young man wished to get married; he had a claim of one hundred and sixty acres; had resided on it three years. In two years more he would have got his title from the Government; but he wanted money and went to a loan agent. "You must prove up," the agent said, "and I will loan you three hundred dollars on your claim, to run five years at ten per cent." "What will your charges be?" "My charges will be thirty-four dollars. I will pay the Government two hundred dollars on the land and give you the balance."

"Did the poor fellow catch onto this cutthroat scheme?" said the speaker. "Certainly he did. If he had remained on his farm two years more he would have got it for nothing. Now, for the sake of getting sixty-six dollars, the young man in the next five years will have to pay four hundred and fifty dollars or lose his farm."

A lawyer from the county seat, who happened to be present, took the opposite side of the argument. "The great thing needed in a new country," he said, "is capital. Here is the land and here are the strong arms to till it, but you can't make farms without money. There must be money to pay land office fees, money to build houses, money to buy stock and implements, and money to live on while waiting for the crops to grow. Now, if all the settlers brought in money enough to open farms, everything would be lovely; but many of them come with barely enough to get here and put up their shanties. We don't want to discourage this kind of immigration. The West is the poor man's country. Many of these settlers who have no capital will make prosperous citizens if they have time and a little financial help at the start. I say that a man who gets money from the East and lends it out to these people in small sums is no Shylock, but ought to be regarded as a public benefactor. He helps develop the country, and helps people to get farms and become independent. I don't say that a man can afford to pay two per cent a month for money. I don't defend that sort of business. But I do say that a man who has a good claim and is industrious and saving can carry a loan of a few hundred dollars to buy stock and tools and make a start with. I loan money myself, but I only ask ten per cent. The capital comes from the East. I am only the agent."

"What's your commission, if it's a fair question?" asked Burchard.

"I don't mind telling you that it is from one to two per cent."

"Don't you charge commission both ways,—to the lender and to the borrower?"

"No; there are men that do. I don't. The capitalist gets eight per cent on his money and the remainder is enough to pay the agent for placing it and looking after the payments. I wish I had a hundred thousand more. It could all be loaned out in this country to the general benefit of the community."

"I'm glad you haven't got it," said Burchard, who was not convinced by the argument.

Another evening there was a discussion on the actual cost of raising wheat in Dakota. On this question there was a wide difference of opinion, but the general verdict was that the cost, if the farmer reckoned the value of his own labor and of that of his teams, and the interest on the value of the land, was not less than sixty cents per bushel. A bonanza farmer who had harvested a single field one mile wide by two miles long, insisted that there was a general disposition to overrate the cost. "Farmers are chronic grumblers as a class," he said, "and are

too apt to argue themselves poor. Now I have kept books accurately and know exactly what my crop has cost me to raise. The total per acre is only five dollars, and I allow twenty per cent for interest and depreciation on horses and machinery, and a reasonable amount for wintering the stock. The latter item a small farmer need not charge, for he can always make a team earn its feed during the winter by doing necessary work about his place. Now, adding a cent and one-half a bushel for hauling to the elevator, and allowing only sixteen bushels to the acre, which you will all admit is a very small yield for Dakota land, and my wheat stands me in only thirty-nine and one-half cents per bushel. Of course I did not include cost of breaking land. My land was all broken two years ago. In farm book-keeping it is never fair to charge the breaking against the crop. This item should be added to the capital invested, because as soon as the land is broken its value is increased to the full amount of the expense for breaking."

"There is money to be made on wheat at the lowest prices it has ever touched," said a quarter-section farmer, who formerly lived in Southern Wisconsin, "provided you are not paying high interest on a mortgage. I am a wheat man all the time. I stick to the crop through thick and thin, no matter what the price is and I do well in the long run. I farmed fifteen years in Rock County, Wisconsin; that used to be the greatest wheat country in the West. I came out here because I know the wheat belt can't get away from me here. It's been traveling west ever since my grandfather raised the White Blue Stem and the Red Mediterranean in the Genesee Valley in the State of New York. It can't get any further, because beyond Dakota is the natural wheat region of the continent. This is bound to be a great wheat country to the end of time. There's no use of talking about other crops displacing it. Why, Southern Russia has been a granary since long before the Roman empire began. At the earliest dawn of history the Greeks sent their ships to the Black Sea for corn. It's all very well to raise oats for your horses and a few acres of potatoes, but wheat is the king crop in my estimation."

There was a good deal of talk about mixed farming and stock raising. Burchard argued that a farmer should raise everything possible in the way of food for himself and his animals so as to pay out very little cash. "I have been through a wheat craze in Illinois, and I never saw a one-crop man that was not carrying a mortgage. I believe in a variety of crops, so that if one don't turn out well another will make up the deficiency. Every farmer ought to keep a few cows and have steers growing up to sell when he needs a little ready money. My wife has made butter enough this last season to about pay for our groceries. Next year we are going into poultry. Chickens will pick up their living on the prairie eight months of the year, and it won't cost much to feed them the other four. The children will tend to them. I tell the children they can have a share in the profits for spending money. That's the way to interest youngsters."

"The fact about mixed farming," said Johnson, a Pennsylvanian, "is just this: when wheat brings a high price everybody is crazy to raise as much as he can to the neglect of all other crops. After a year or two the market is glutted, the price tumbles down, and then we all preach mixed farming. Now my argument is that here in North Dakota the wise course is the golden mean between the two extremes. This is the home of hard wheat. It makes the best flour in the world. The region where it can be grown is limited, consequently this hard wheat will always be in demand and will always bring a better price than the soft wheats of Kansas, Nebraska and other states. It follows, I think, that wheat should always be our big crop, no matter what the ups and downs of prices may be. Let the soft wheat regions reduce their acreage when prices fall; there's no occasion for us to do so. Somebody must grow wheat.

and we know we can grow it cheaper than anybody else. In my opinion we Dakota people should keep right on and not get discouraged at low prices. Raise all the wheat you can, is my motto. I don't mean that a man should raise nothing else. I don't mean he should borrow money at fifteen per cent to crop more land this year than he did last. I believe with Mr. Burchard in raising a little oats and barley and keeping stock. I think, too, it will be profitable to fatten hogs on peas. But I don't believe in mixed farming in Dakota to the extent it is practiced in Ohio or Pennsylvania. We should never lose sight of the fact that Nature has made this essentially a wheat country."

Will's wooing did not progress rapidly that winter. He saw a good deal of Sue and was often at her house, where he was treated like one of the family. The girl had ideas of her own on the subject of marriage. She thought that a young woman should not marry before she was over twenty-one, and that twenty-five was about the right age for a young man. Besides, from her rather limited observation of life, she had reached the conclusion that wives had a hard time of it. The enjoyable period of a woman's life seemed to her to be while she was single. With marriage came drudgery and care, slouchy calico dresses, children, and lines of fret and worry and pain on the countenance. Of course every girl thought her lot was going to be an exception, and would be all love and romance and roses, but Sue saw no reason to think she would be any different a few years after marriage than the other farmers' wives whom she knew. Of course a girl had to marry some time, she said, but why be in a hurry about it. She was warmly attached to Will, but her decision on the question of early matrimony was expressed in the refrain of an old Scotch song which she was fond of singing:

"I canna leave the old folks yet,
We'd better bide a wee."

(To be Continued.)

NEWSPAPER CHANGES.

The two papers in La Moure, Dakota, the *Progress* and the *Journal*, have been consolidated and the result is a remarkably fine-looking sheet.

All three of the papers formerly published in Yakima City have been removed to the new railroad town of North Yakima. Some unknown miscreants endeavored to blow up the office of the *Journal* after it had been put on trucks for moving. They succeeded in damaging the concern to the amount of about five hundred dollars but did not prevent the prompt appearance of the paper in its new location.

The Fargo daily *Democrat* has given up the ghost after a gallant struggle against a manifest destiny.

The three Billings papers, the daily *Herald*, the daily *Rustler* and the weekly *Post*, have been purchased by a joint stock concern and merged into a new daily called the *Gazette*, which prints the telegraphic dispatches and supplies all the wants of the town in the way of an enterprising journal.

The Walla Walla daily *Journal* and the weekly *Watchman* have been consolidated. The daily paper issued by the united concern is still called the *Journal* and the weekly takes the name of the *Journal-Watchman*.

The tendency towards consolidating manifested among the newspapers in the new towns of the Northwest is a good one. There are too many papers for the population in most of these towns. The patent inside system and the ready made stereotype plate business has so reduced the expense of starting and running a country paper that a great many have been established where there was no good reason for their existence. A well supported, well conducted newspaper is of immense advantage to a new, growing town, but where two or three starveling concerns divide among them business only sufficient for the support of one they become a burden and in some cases a public nuisance.

GLIMPSES OF WESTERN LIFE.

The Cowboy.

"Do I know the cowboys? Young man, I think I do. When you have worked with them, camped with them, lived with them, and been among them for years on the drive, on the plains, and on and off duty, you might say you know them."

The speaker was Henry Exall, a Texas cattle gentleman, and he addressed a Pittsburgh *Dispatch* reporter.

"The Texas cowboy," he continued, "is the most thoroughly misunderstood man outside of the localities where he is known, on the face of the earth. I know him in all his alleged terrors, and as a class there are no nobler-hearted or more honorable men in the world. Brave to rashness and generous to a fault, if you should be thrown among them you would find them ever ready to share their last crust with you, or lie down at night with you on the same blanket.

"Why, young man, see here," and the Texas man twitched his chair around until he could put his feet upon a window sill. "Say that I have 10,000 cattle which I am about to send overland from Texas into Montana to fatten for the market. Those cattle will be on the drive from the first of April to the middle of September. They are divided into three herds, with a dozen or sixteen men with each herd. I intrust these cattle into the hands of a gang of cowboys. For six months I know absolutely nothing of my stock. I trust their honesty to the extent of many thousands of dollars without a contract, without a bond, with no earthly hold upon them legally or morally beyond the fact that I am paying them thirty-five dollars or forty dollars a month to protect my interests. And these are the men pictured in the East as outcasts of civilization. I trust absolutely to their judgment in getting those cattle through a wild and unbroken country without loss or injury. I trust as absolutely to their bravery and endurance in the face of danger."

"Danger?"

"Danger! Yes, indeed. A man to be a cowboy must be a brave man. For instance, we are on a drive. These slab-sided, long-horned Texas cattle are as wild as deer, naturally, and being in an unknown country are as nervous and timid as sheep. The slightest noise may startle them into a stampede. We have been on the drive all day and night is coming on. It is cold and raining. We have reached the point where we intend to round-up for the night. The men commence to ride around the drove, singing, shouting and whistling to encourage the animals by the sounds they are familiar with and to drown any noise of an unusual character which might provoke a stampede. Round and round the cattle they go until the whole drove is traveling in a circle. Slowly the cowboys close in on them, still shouting and singing, until finally the cattle become quiet, and after a time lie down and commence chewing their cuds with apparent contentment. Still the vigilance of the men cannot be relaxed. At least half of them must continue riding about the resting herd all night. A stampede of cattle is a terrible thing to the cowboys, and may be brought on by the most trivial cause. The slightest noise of an unusual nature, the barking of a coyote, the snap of a pistol, the crackling of a twig, will bring some wild-eyed steer to his feet in terror. Another instant and the whole drove are panting and bellowing in the wildest fear. They are ready to follow the lead of any animal that makes a break. Then the coolness and self-possession of the cowboy is called into play. They still continue their wild gallop around the frightened drove, endeavoring to reassure them and get them quiet once more. May be they will succeed after an hour or two, and the animals will again be at rest. But the chances are that they cannot be quieted so easily. A break is made in some direction. Here comes the heroism of the cowboy. These cattle are as blind and unreasoning in their fright as a pair of runaway horses. They know no danger but from behind, and if they did, could not stop for the surging sea of maddened animals in the rear. A rocky gorge or a deep-cut canyon may cause the loss of half their number. Those in the rear cannot see the danger, and the leaders cannot stop for those behind, and are pushed on to their death. A precipice may lie in their way over

which they plunge to destruction. It matters not to the cowboy. If the stampede is made the captain of the drove and his men ride until they head it, and then endeavor to turn the animals into a circle once more.

"A hole in the ground, which catches a horse's foot, a stumble, and the hoofs of 3,000 cattle have trampled the semblance of humanity from him. He knows this. A gulch or gorge lies in their path. There is no escaping it. There is no turning to the right or the left, and in an instant horse and rider are at the bottom, buried under 1,000 head of cattle. But what of it? It is only a cowboy, and they come cheap. But history records no instance of more unquestioning performance of duty in the presence of danger than these men undergo on every drive. Should the stampede be stopped there is no rest for the drivers that night, but the utmost vigilance is required to prevent a recurrence of the break from the frightened cattle. This may happen hundreds of times on a single drive."

The enthusiastic Texan had now warmed up to his subject, and when asked "Where are the cowboys recruited from?" replied:

"From all parts of the world. Some from the plains, where their toys in infancy are the miniature lariat and the shotgun. Some from Mexico, with many of their half Indian characteristics, and many from the East. I know a dozen college graduates who are cowboys, and have become so infatuated with the life that I suppose they will never leave it until the final grand round-up."

A Picture from the Prairies.

Sanborn (Dakota) Letter in Providence Telegram.

Sitting on the veranda of the hotel, the other day, after a late dinner, I had been passing away the time by watching the farmers plowing and seeding. For miles and miles south I had an unobstructed view over the rolling prairies. Here and there herds of cattle could be seen, some of them being so far away they looked more like prairie dogs than full-grown cattle. Suddenly my attention was drawn to a commotion among a herd about two miles southeast, which I soon discovered was caused by a white Indian pony bearing a rider, who seemed to be driving them toward an inclosure. The dexterity of the rider in handling some of the unruly cattle that had broken and stampeded from the main body, and driving them back to their proper places, caused me to remark to a bystander that it must require considerable practice to herd up those half-wild cattle for the night, at the same time pointing toward the herd I had been watching.

"That rider on the pony," said he, "is Mr. Neck-er's little daughter; she is quite young and has had charge of her father's cattle for some time; that is his farm and building you see at the left." Being acquainted with the farmer, and knowing he came to town every day, I determined to find out more about this little cowboy, or cowmaid, rather. I succeeded in finding him next day, and he gave me the information desired. This little girl, whose name is Louise, is thirteen years of age. For two years during the grazing season she has taken full charge of about fifty head of stock.

At 8 o'clock in the morning she jumps astride her bareback pony (an Indian Montana thoroughbred), her lunch and canteen strapped over her shoulder. She drives the cattle to the open prairie, where she stays all day, until time for the round-up, which operation had attracted my attention a few days before from the veranda of the hotel.

The little girl is not idle while watching the cattle; she carries her books and spends her leisure moments in reading and study. Her pony is much attached to her, and no matter how far he may be from her will come scampering to her side when she calls him.

Every day, rain or shine, during the grazing season, this little wonder and her pony can be seen out on the prairie guiding her father's cattle, thus doing her share to help the family to attain prosperity.

Real and Romantic Indians.

Correspondence Mandan Pioneer.

History is romance. Take for instance the noble red man of history, where do you find him? The romantic ideas of the North American Indian as

taught in our histories and school books throughout the Eastern and Middle states, fade quickly when brought in actual contrast with the aforesaid noble red. King Phillip, Pocahontas, Powhattan, Tecumseh, Black Hawk, Red Jacket, Osceola "in the white man's council halls" and other historical specimens of the aboriginal—where can you find their counterpart except in the fancy of the romancing historian? The lovely child of the forest; dark-eyed Indian maid; the romances of Indian life inculcated in our youthful minds are the most ridiculous nonsenses and robust lies. The lasting friendship, the never-forgotten acts of kindness shown an Indian, are the gauziest kind of fiction. The Indian himself is incapable of a worthy thought or deed. Take for comparison the Sioux Indian, the finest specimen physically of any "noble red" that we have ever met. Compare him if you will to our romantic historical Indian. Turn him around, look him carefully over, put him on dress-parade and bring to bear the most powerful magnifying glass. What resemblance, if any, can you discover to our school book hero? None whatever. All authorities agree that the Northern Indian is the best of his race. Climatic influences are all in his favor. Pick out the noblest buck you can find among the Sioux, and what do you find? Compare him with the lowest "bum" in the slum holes of our large cities; where does he stand? He is even by nature below the brute creation, with no romance, truth or gallantry in his nature. The fiercest beast of the forest will protect and lose his life in defense of his female companion, while the Indian buck will barter away his favorite wife and for a trifle will stand lazily by and see her perform all the labor and drudgery and carry all the burdens of his miserable life. The only full-blooded good Indian that this country has ever seen is a dead one. We have vainly attempted among many specimens of the "untutored children" of the forest and plain (the dark-eyed maid who taught us to love beneath the willow shade," etc.,) to find one specimen about whom we could weave even a dime novel romance. When you behold your finest specimen of pigeon-toed Indian maiden, painted and gaudily arrayed in her yellow calico, skirmishing around your sloop barrel in search of her morning repast, romance, like the memory of our youthful dreams, soon fades.

Oldest House in Montana.

Correspondence Butte Inter-Mountain.

Not a dozen rods from me, on the smooth, level prairie, stands the oldest house in Montana. Angus McDonald crossed the Rocky Mountains in 1839, and as a factor of the Hudson Bay Company took charge of Fort Colville. In the ensuing year he built a trading post at Spokane, also one on Post Creek, a tributary of the Pend d'Oreille, which was, I believe, the only trading post maintained by the Hudson Bay Company in the present Territory of Montana. Of the buildings there erected one is still standing, a stout, solid structure of hewed logs, roofed with cedar bark and heavily mudded with clay. Although it antedates by several years the discovery of gold in California, and even the first exploring expedition of the Pathfinder, it is still serviceable. It stood there when this whole Pacific Slope was a great blank on the maps, a *terra incognita* to the geographer, when the present greatness of this magnificent empire by the Western sea had not dawned upon the imagination of the wildest dreamer. And unless desecrated by rude, irreverent hands it may remain a landmark of the remote past when Montana shall boast a population as dense as Pennsylvania.

Angus McDonald still lives here, a tall, massive Scot, who shows in speech and looks the strong characteristics of his nationality. Though his beard is snowy white, he is still unbent under his many years, while around him gather many sons and daughters with skins darker than his own, the fruits of his alliance with the native forest maidens. With a competent income from thrifty investments, he is, besides, one of the cattle kings of the Territory, having 800 or 900 head of cattle and 200 horses, and is passing down the incline with the devotion of his immediate family and the respect of all who know him.

The Umatillas' Friend.

Heppner (Oregon) Gazette.

Rev. Father Conrardy, of the Umatilla Reservation, called at this office last Monday. From his holy title and the place he hails from, one might be led to believe that this gentleman is one of those eye-rolling, exhorting, groaning, come-to-Jesus gospel sharps that infest new countries, and whose occu-

pation is running a church and a store, or, in other words, proselyting and robbing the natives. That no one may labor under any such mistake, it is well to state that Father Conrardy is an accomplished gentleman, who, notwithstanding early advantages, pledged himself years ago to never marry and to blindly and willingly obey the bidding of his religious superiors, regardless of his own comfort, happiness and life. Father C. has been among the jungles of India, in the front rank of armies in the field, and in Siwash campaigns. The soldiers of the Nez Perce war say that Father Conrardy, during engagements, was where the bullets were thickest, ministering to the wounded and dying, and doing all the material as well as spiritual good he possibly could do, to everybody in the command, regardless of their sect or religion. The father is now living among the Umatillas, where he keeps "bach" in a shanty in the vicinity of the Catholic Church—cuts his own wood, stakes his own horse, does his own cooking, and makes ten dollars a month cover all his expenses. Father Conrardy has lately been to Washington to show the new administration the rotten condition of things at the agency. Work that has cost the Government over \$20,000 could be easily contracted done in better shape for \$1,000, and it was the gentleman's desire to have the next annuity granted the Indians carefully applied in a way that will do them most good. His idea is that the whole work of the reservation ought to be done by the Indians themselves, under the supervision of some good farmer, and that they should only receive such compensation as the work was actually worth.

OUR LETTER BOX.

A Stockholder's Complaint.

GOTHA, GERMANY, April 1, 1885.

To the Editor of The Northwest:

It seems that under the present administration of the Northern Pacific Railroad the interest of the preferred stock is entirely pushed aside and that the directors have not the slightest regard as to the interest of this unfortunate section of the creditors. Perhaps you are in a position to know and will give the subject your attention in your next monthly issue.

A. SCHENKE.

Your letter gives us an opportunity to say a few words in relation to a number of similar complaints which have come to us of late from holders of Northern Pacific preferred stock. We disagree with your opinion that the interests of the stockholders are pushed aside by the present management. The directors of the company are all of them holders of preferred stock, and some of them very large holders. Mr. Wright and Mr. Billings, for example, hold more of this stock than any other individuals. It would, in fact, be difficult to get together a body of an equal number of persons having so great an interest in this stock as have the members of the board. None of them are Wall Street speculators; all are strongly attached by sentiment, as well as by pecuniary interest, to the Northern Pacific enterprise.

We know of no action of the board, under the present management of the company's affairs, which can justly be criticized, as prejudicial to the interests of the preferred stockholders. In building the extension from Superior to Ashland, Wisconsin, and in prosecuting the work on the Cascade branch, in Washington Territory, the board has only carried out the original project, as contemplated in the charter, and never lost sight of. These two construction efforts, one lately completed and the other actively going forward, are sometimes complained of by stockholders because of the increase in the bonded debt of the company which they involve. Not to build these important portions of the general Northern Pacific system would, however, be very short-sighted policy. A land grant attaches to each, which would possibly be forfeited if construction were much longer delayed. The Ashland extension gives important Eastern connections and opens a new route to Milwaukee and Chicago, independent of the lines centering in St. Paul. The Cascade division makes available immense areas of fertile land, opens to development a country of considerable resources, and gives the Northern Pacific a short line to Puget Sound, thus making it independent of the Oregon Railway and Naviga-

tion Company, which owns the road down the Columbia River from Wallula to Portland. The Northern Pacific could not afford to have its access to the tide water of the Pacific dependent on the good will of another corporation.

Now as to the matter of dividends, which is, of course, the sore spot with all impatient holders of preferred stock, we may say that we do not expect to see dividends paid until about 1888. We make this statement without any official authority or knowledge, on the basis solely of our own information as to the traffic of the road and its fixed charges. Were it not for the hard times, which affect the whole country and largely reduce railway earnings, a dividend could probably be paid during the present year. These hard times will be outgrown, not rapidly but steadily. When once dividends are paid they will not be interrupted and they will increase in amount until the maximum of eight per cent, fixed by the plan of reorganization, is reached. At that time Northern Pacific preferred stock will be worth 150. There is no better stock on the market to buy at present figures and hold for further appreciation.

Significance of Cœur d'Alene.

The following entertaining letter, dated at Wetlatlah, British Columbia, comes to THE NORTHWEST from the office of the *Century*, in which magazine the writer evidently expected it would be printed. It is an interesting contribution to the stock of surmises as to the origin of the word Cœur d'Alene:

Some time in April last, I think, I noticed in the *Century* an article by E. V. Smalley, in which he lightly touches upon miners' characteristics in territories adjacent to this, and as a specimen of their talk, puts the phrase "the bloom is off the boom" into the mouth of one them. Having had some experience of frontier life and mining (I'm a forty-niner), I will stake my bottom dollar that no miner, backwoodsman, cowboy, or any of that ilk, would dare use the phrase naturally and as of their own utterance. They might, to chaff some "tenderfoot," but for their every day vernacular, "ne'er a time."

If a miner in those parts should be pusillanimous enough to perpetrate such a phrase, he would have to exhaust every "rummery" in the district with perpetual "set 'em ups." He would be classed a "dude" (pardon the hackneyed word), and might possibly be lynched.

Mr. S. gives, in the same article, I think, as the origin of the name of a certain tribe of Indians "Cœur d'Alenes," that its meaning is "awl-hearted," or "needle-hearted," and claims it was fastened upon them as a term of reproach because of their miserly disposition. Now I have been much among Indians in the Northwest and the Southwest, and I may have seen one or two miserly Indians, but they are *rara aves*, black swans.

The Indian is generous to a fault, generous from natural impulse, and some times from policy. Here in British Columbia it is not unusual for a Siwash, having amassed considerable pelf, to get feeling very good, and when the impulse seizes him he will give a grand *pollatch* to the extent of his entire possessions. All the tribe or tribes are invited, and they come and gorge—it lasts for days. His only equivalent is to have his guests talk about it afterward, which they omit to do all too soon. He becomes poor, solitary and reserved—a British Columbia Timon.

Otherwheres the Indian's cabin is always open to the hungry—latch string on the outside.

When an Indian or his family are "not at home," they merely throw a small branch of a tree across the entrance. This intimation is invariably respected by every well-bred Indian.

I "don't want to do Mr. S. no dirt." I knew him well before he ever saw an Indian or a miner, but he ain't a squar man when he gits such things printed. Its rough on red men and miners and sich, and if it gits wind among 'em, thar right peart, and git up on their ears quick, when they come to guess that any blooming soft Tommy, as has bin and shared their blankets and grub and whisky, goes back on 'em when he gets back to the settlement. They might make it disagreeable for him on his next trip to the Kalispel.

The Cœur d'Alenes got their name from their warlike neighbors, because of their timidity. The Sioux and other fighting tribes called them hare-hearted, "cœur d' alene," in contradistinction to *cœur de lion*—lion-hearted.

Rarely have I seen a miserly Indian. So "the bloom is off that boom," Brother Smalley.

TAMAROO.

TRADE AND FINANCE.

OFFICE OF THE CHAMBER OF COMMERCE, }
St. Paul, May 23, 1885. }

During the present month there has been considerable activity in financial circles. The rates of discounts have remained unchanged, and exchange on New York has commanded a slight premium between the banks.

Real estate has continued to be eagerly looked after, and the number of sales have been both numerous and large. A large amount of Eastern capital has been received during the month for investment in property. There is an immense deal of building going on at the present time in all directions.

The usual large trade has been done in wholesale groceries. Prices, having an upward tendency, have helped to improve the trade generally. Collections are reported good.

The dry goods trade does not present any remarkable feature. The trade is steady and the volume of business exceeds that of last year.

The drug trade is excellent, and has been increasing steadily since the beginning of the year, and surpasses any previous year's business. The attempt to take away trade from here by use of the railroad cut was a total failure, our dealers promptly meeting the cut. There have been few changes in price of leading goods.

A fair trade has been done by the wholesale clothing houses, with satisfactory collections. Business has been very active with the wholesale hat and cap merchants, being a considerable increase over that of last year.

A good, steady trade in wholesale boots and shoes continues. Leather is in good demand, prices remaining firm.

There is considerable movement in heavy iron. Although orders are not large, they are numerous, and the trade is fairly satisfactory.

All lines of seasonable hardware goods are in great demand, and the trade is very active.

The wholesale wine and liquor merchants report an improvement in business, but collections are very slow.

The demand for lumber is large, greatly exceeding that of last year; but prices are very low and profitless. The fruit market is very active, all kinds finding a ready sale.

Raw furs have been received in considerable quantities from Montana. Prices steady.

The following quotations show present wholesale prices of grain and country produce in the St. Paul market:

WHEAT—Nominal; No. 1 hard, cash and May, 93c bid; June, 93½c bid; July, 93c bid; No. 2 hard, 88c bid; No. 2, 78c bid; CORN—No. 2, cash, 47c bid and 49c asked; May 47c bid; June, 47c bid and 50c asked.

OATS—No. 2 mixed, cash, 32c bid; May, 32c bid and 33½c asked; June, 32c bid and 33c asked; July 32c bid, No. 2 white, 33c bid; No. 3 white, 32c bid and 33c asked.

BARLEY—No. 2, 60c bid; No. 3 extra, 52c bid; No. 3, 46c bid. RYE—No. 2, 56c bid and 58c asked.

GROUND FRED—\$18.50 bid, \$19.50 asked.

CORN MEAL—Bolted, 22c bid and 23 asked; coarse, \$18 bid and \$19 asked.

SHORTS—\$9 bid and \$11 asked.

BRAN—\$9 bid and \$10 asked.

HAY—Wild, \$13 bid and \$13.50 asked; timothy, \$14 bid and \$15 asked.

SEEDS—Flax seed, \$1.25 bid; timothy, \$1.60 bid; clover, \$5.40 asked.

FLOUR—Patents, \$5.25 asked; straights, \$4.35 bid and \$4.75 asked; bakers' \$4 bid and \$4.25 asked.

BUTTER—Extras, 18c bid and 21c asked; extra firsts, 15c bid and 18c asked; firsts, 8@10c bid and 10@12c asked; packing stock, 5@7c asked; grease, 2c bid.

CHEESE—Fancy, 8c bid and 11c asked; fine, 9c asked; fine, part skimmed, 8c asked.

EGGS—Extras, 10c bid and 10½c asked.

POTATOES—Choice, 45c bid; common 40c bid, rejected; 35c bid.

APPLES—Fancy, \$5 asked; standard, \$4 asked; fair, \$3.50 asked.

ORANGES—Messinas, fancy, \$3.50 asked; do, choice, \$2.50 asked; California, fancy, \$3@3.50 asked; do, choice, \$2@2.50 asked.

LEMONS—Fancy, \$4@4.50 asked, choice, \$3.75@4 asked; prime, \$3@3.50 asked.

BANANAS—\$2.50@3.50 asked.

STRAWBERRIES—\$4 asked.

C. A. McNEALE,
Secretary.

St. Paul Real Estate Market.

The market has been very active during the month of May, especially in West St. Paul on the flats for reason of the Minnesota & Northwestern Railroad having finished their road, and bought a large amount of property for terminal purposes. Sales have also been active in vicinity of Northern Pacific shops. The outlook for June in vicinity of Northern Pacific shops is for a heavy demand.

E. S. NORTON.

Prices of Leading Northwestern Stocks.

COMPILED FROM DAILY REPORTS.

The following table shows the closing prices of leading Northwestern Stocks, on the New York Stock Exchange, from May 1st to May 29th:

1885.	No. Pac. Com.	No. Pac. Pfd.	Oregon Trans'l.	O. R. & Nav.	Oregon Imp. Co.	Chicago & N. W.	Chicago & N. W. Pfd.	C. M. & St. Paul.	C. M. & St. P. Pfd.	St. P. M. & Manitoba.	St. Paul & Omaha.	St. Paul & O. Pfd.	Minn. & St. Louis.	Minn. & St. L. Pfd.	C. B. & Q.	Rock Isl'd.	Canadian Pacific.
May 1.....	17½	39½	13¾	74½	29	95½	130½	70¾	104¾	87	19½	72½	10½	25	121¼	113	36¼
May 2.....	16¾	39½	13¾	75¾	29	95	129¾	70¾	104¾	87	20	73	10½	25¼	121¼	113½	36¼
May 4.....	17½	38¾	13¾	74	29	92½	129¾	70¾	104¾	84½	19	70½	10½	25¼	121	113	36
May 5.....	17½	38¾	13¾	74½	29	91½	126¾	68½	103	84	19	71¼	10½	25¼	120½	112¼	36
May 6.....	17	39½	13¾	75	29	91¾	125½	68½	103	84½	19½	70	10½	24¾	120½	111½	37
May 7.....	17	39½	13¾	75	29	91¾	125½	67¾	103	84½	19½	70	10½	24¾	120½	111½	37
May 8.....	17½	39½	13¾	75	29	93½	128	66½	102¾	85½	21	72	10½	24¾	121¼	113	37
May 9.....	17½	39½	13¾	75	29	95	128½	68¾	105	85½	20½	72½	10½	24¾	122½	113	37¼
May 11.....	17	39	13¾	74½	27	94½	127½	69½	104¾	83½	20½	71½	11	25½	122½	112¼	37
May 12.....	17½	39½	14¾	75½	29	93½	128½	69½	105½	83½	21	72	11	26	122½	112½	36¾
May 13.....	16¾	38¾	14¾	75½	27	93½	127½	69½	105½	84¾	20½	71½	11½	26	122	112½	37¾
May 14.....	17	38¾	14¾	76½	28	93¾	127½	69	104¾	84	20	72	11½	26	122	112½	37¾
May 15.....	16¾	39	14¾	74½	26	94½	127½	69½	105	83½	20½	72	11	25½	122¼	113	37¾
May 16.....	17	39½	14¾	75	25¾	94½	129	69½	105½	84	20	72	11	25½	122½	114	38½
May 18.....	17	39½	13¾	76	23	94½	128	69½	105¾	84½	20¾	73	11	25½	123	114	38½
May 19.....	16½	39	13¾	73½	22	94½	128	69½	105¾	85	20½	72¾	11	25½	123½	114½	38½
May 20.....	16½	38¾	13¾	73½	22	94	127½	69½	105	85	20½	71¾	11	25½	123	114½	39½
May 21.....	16½	39	14	74¾	22	94½	128½	69½	105	85	19¾	72	11	25½	123	114½	39½
May 22.....	16½	39½	14	74¾	22	94½	128½	69½	105	85	19	72½	11	25½	123½	114½	40
May 23.....	16½	39½	14¾	74¾	25	94¾	128	69½	105	85½	20	72¾	11	25½	122½	114½	39½
May 25.....	16½	39	14¾	74¾	25	93½	128	69½	105	85½	19	71¾	11	25½	121	114½	39½
May 26.....	16½	39½	14¾	74¾	25	94	128½	69	105	85	20	71½	11	25½	121½	114½	39½
May 27.....	16½	38¾	14	74¾	25	93½	127	68½	105	84½	20	71	11	25½	121½	115	39½
May 28.....	16½	38¾	14	74¾	25	93½	127½	68½	104½	84½	19¾	71¾	11	25½	122	114½	39½
May 29.....	16½	37¾	14	74½	23½	93½	127½	67¾	104½	84	19	69½	10	24	121¼	113½	39

J. W. McCLUNG, J. R. McMURRAN,
Formerly of Maysville, Ky. Formerly of Fredericksburg, Va.
M. B. CURRY, formerly of Richmond, Va.

McCLUNG, McMURRAN & CURRY,
(Successors to J. W. McClung.—Established 1855.)

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Correspondents in any part of the United States furnished with references to gentlemen for whom we have transacted business. Correspondence Solicited.
Money invested in the name of the owner for a commission or on joint account for a share of profits.

Money Loaned at 7 Per Cent Clear of Commissions

On productive real estate worth double at sober estimates. Money invested in lots, and buildings erected which will rent for 8 to 25 per cent on cost of lot and house.

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Advances on Consignments. Elevators on N. P. R. R.

FOOTE & FRENCH,
BANKERS
—AND—
DEALERS IN GOVERNMENT BONDS
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Northern Pacific R. R. Co.
Gen. Mortgage and Land Grant Gold 6 per cent bonds, due 1921
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Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.

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MACMASTER, BURNHAM & CO.,
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Have always on hand
FIRST MORTGAGES ON FARMS, DRAWING SEVEN PER CENT.

FARM AND CITY PROPERTY.

For Lease,

The Famed Water Power of Fergus Falls.

Dealers in all kinds of

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The Dundee Mortgage and Trust Investment Company of Scotland.
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All classes of Negotiable Securities bought and sold, and advances made on same.
Northern Pacific First Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.



ST. PAUL—DRY GOODS HOUSE OF MANNHEIMER BROS.

HEREWITH we present an engraving of the Mannheimer block, occupied by Mannheimer Bros., the largest dry goods dealers in St. Paul. They are extensive importers of silks, velvets, dress goods, German and Irish linens, kid gloves, cloaks and shawls; silk, wool, and balbrigan hosiery and underwear. In their dress and cloak making department they employ 150 hands.

Their mail order department is the best managed of any house in Amer-

ica, and orders for goods or samples are attended to on the day of receipt. Ladies are requested to send for samples.

DR. TOWNSEND H. JACOBS has opened an elegantly fitted dental office in Room 15, Mannheimer Block, St. Paul. He is a regular graduate and is supplied with all the latest scientific appliances known to the profession.

A Heavy Order.

Fairbanks, Morse & Co., St. Paul, have received the order for scales for the large union elevator being built by J. S. Pillsbury & Co. on the Manitoba Railway in East Minneapolis, which is the largest order ever given for scales for one elevator, and consists of eighteen (18) one thousand (1,000) bushel Fairbanks Standard Hopper Scales, aggregating at one draft one million and eighty thousand (1,080,000) pounds, or fifty-four car loads. This elevator is to be the largest in the Northwest and will be fitted up with the best machinery, and will be a model elevator.

Advice Gratis.

We advise all strangers visiting our city not to invest in real estate before calling at Mr. J. Fairchild's agency, 334 Jackson Street. He has probably the most varied list of any agent in the city. To the poor he can offer a lot at a nominal price, and if they will build, will give from three to five years. To capitalists he can offer lots and blocks of business property ranging from \$1,000 to \$100,000. His long years of experience have made him a thorough judge of values, and as he never recommends an investment that he does not feel sure to be a good one, he has gained the confidence of all our operators. Mr. Fairchild takes great pride in our city, and much pleasure in showing its beauties to those who favor him with a call. Remember his location, 334 Jackson Street.

Good Maps.

One of the most useful agencies in the development of a new country, is the making of accurate maps. A good map gives at a single glance an amount of information which would otherwise have to be sought for through many pages of printed matter.

We take pleasure in commending the State and county maps and atlases published by Warner & Foot, 309 Nicollet Avenue, Minneapolis. During the past twenty years this firm has published more than one hundred different maps, atlases and county histories. Their maps are conscientiously compiled, and give the railway surveys and official records and reports, and from additional surveys by their own engineers they are carefully brought down to date, and no pains are spared to make them correct. Among the most important of their maps is a railroad and county map of the Northwest, five feet by six in size, which shows with admirable clearness the entire territory tributary to Minneapolis and St. Paul.

The St. Paul Stone Company.

Mr. J. B. Dow has bought the right for the manufacture of the hexagon block sidewalk, formerly operated under the name of the Portland Stone Company. The business will now be carried on under the name of the St. Paul Stone Company, with office and works at the corner of Tenth and Wabasha streets. By experience and skill in the business, Mr. Dow is eminently qualified to conduct this business, and will give the city of St. Paul sidewalks that will be everlasting. Indeed there is no reason why this artificial stone should ever crack or crumble in any climate, for if the best of cement is used in its manufacture, it becomes as hard and tough as steel. Mr. Dow is conscientious in this regard, and uses none but the best White's Portland cement. In this particular his factory is open to the inspection of all property owners who may wish to satisfy themselves on this point. The city inspector, Mr. Milner, has several times visited the factory, as is his duty, to ascertain the character of the stone turned out. He says it is the best he has ever seen in this or any other city, and has so reported to the authorities. It is surely a satisfaction to know that henceforth St. Paul will have handsome, durable sidewalks.

SAFE INVESTMENTS!

MONEY LOANED LONG OR SHORT TIME.

INVESTMENTS MADE FOR

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20 YEARS OF SUCCESSFUL UNDERWRITING.

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CASH ASSETS JAN. 1, 1885, \$1,164,006.70.

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CULL RIVER LUMBER CO.,

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LONG DIMENSIONS A SPECIALTY.

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PLANING MILL AND DRY HOUSE ATTACHED.

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This company dispatch each week three of their elegant passenger packets

FROM ST. PAUL FOR

Red Wing, Winona, La Crosse, McGregor, Dubuque, Davenport, Rock Island, Burlington, Keokuk, Quincy, Hannibal, Louisiana, Clarksville, Alton, and

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Connecting at St. Louis with steamers of "Anchor Line" for Memphis, Vicksburg, Helena, and New Orleans.

THE FAVORITE ROUTE SOUTH, EAST AND WEST.

Less heat and no dust, smoke or cinders to annoy. Our FIRST-CLASS RATES INCLUDE

Meals and berth on steamer; therefore, no extra expense for sleeping car and meals. Rates as low and in some cases lower than via any rail line.

Via this route you view to best advantage the famed scenery of the Mississippi River, passing through Lake Pepin and the noted Government canal and locks at the Des Moines Rapids.

Through tickets can be procured in St. Paul office via river and rail to principal interior rail points.

Freight rates at all times lower than via any rail line.

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Collection of Rents and care of Property for Non-residents.

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May, '85-cu.

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The Oldest Wholesale Grocery House in the Northwest.

ALLEN, MOON & CO.,

Successors to P. F. McQUINNAN & Co., Established 1859.

Manufacturers' Agents and Importers of

Teas and Coffees, English, French and German Canned Goods and Delicacies, and Fine Havana Cigars.

201, 203, 205, 207 & 209 EAST THIRD ST., Cor. Sibley,
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BEAUPRE, KEOGH & CO.

Wholesale Grocers,

226, 228, 230, 232, 234 & 236 East Third St.
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Direct Importers of Brazilian Coffees, China and Japan Teas,
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P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY & CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854.

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Foreign and American Cements,

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Car Load Lots Prices made, delivered at any point.

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CENTRAL OFFICE:—Corner Fourth and Cedar Sts., St. Paul.
SLAUGHTER HOUSES:—Medora, Miles City, Billings and
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COLD STORAGE HOUSES:—New York, St. Paul, Duluth,
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THE LARGEST STOCK IN THE CITY AT LOWEST MARKET RATES.
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FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

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The Best Goods in the Market.

FAIRBANKS, MORSE & CO.,

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Engines, Boilers and Steam Pumps,

Hand Pumps; Iron and Wood Pipe,

—AND—

Fittings for Steam, Gas and Water.

STRONG, HACKETT & CO.,

IMPORTERS AND JOBBERS OF

Hardware, Tinnerns' Stock and Tools,

GUNS AND SPORTING GOODS,

213, 215, 217 & 219 EAST FOURTH STREET,

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RHODES & MORTON

(Successors to BREUER & RHODES),

Wholesale Iron, Nails, Steel, Heavy Hardware
and Carriage Materials,

Burden's Horse Shoes, Peter Wright's Anvils,

Bellows, Vises, Blacksmith and Wagon Supplies,

221 & 223 EAST FOURTH ST.,

ST. PAUL, MINN.

April, '85-cu.

W. A. ROSS, PRESIDENT. J. E. BLAKE MORE, SEC. & TREAS.
MOLINE BUGGY CO.,
 (Successors to Moline Road Cart.)
 MANUFACTURERS OF

Spring Wagons, Buggies & Road Carts,
MOLINE, ILLINOIS,
 DEERE & CO., State Agents, MINNEAPOLIS, MINN.

ESTABLISHED 1860.

BOHN MANUFACTURING CO.

Sash, Doors, Blinds, Mouldings, Stair Work
 and Building Material,

PINE AND HARD WOOD LUMBER.

WINONA, MINN.

Branch Office and Warehouse, Cor. Sixth and Wauconta Sts.,
 ST. PAUL, MINN.

CORLIES, CHAPMAN & DRAKE,
 (Incorporated.)
 MANUFACTURERS

SASH DOORS MOULDINGS HARDWOOD ST. PAUL

DE COSTER & CLARK,

FURNITURE,

342 and 344 JACKSON STREET,

ST. PAUL, MINN.

CRAIG, LARKIN & SMITH,

WHOLESALE CROCKERY,

GLASSWARE, LAMPS AND HOUSE FURNISHING GOODS,

No. 350 SIBLEY STREET,

ST. PAUL, MINN.

**Detroit Fire and Burglar Proof
 Safes and Vault Doors.**

COMBINATION LOCKS PUT ON OLD SAFES.

Locksmithing and Electric or Mechanical Bell Hanging
 Safe Opening and Repairing a Specialty.

C. C. MILES, Gen'l Agent,

385 Jackson Street, St. Paul, Minn.

June '82-83.

St. Paul and Pacific Coal and Iron Co.,

WHOLESALE DEALERS IN

COAL AND PIG IRON.

Sole Shippers to the Northwest of Philadelphia and Reading Coal.

General Office, ST. PAUL.

Docks at DULUTH and SUPERIOR.

A. PUGH, - - General Manager.



THE
Adams & Westlake Mfg. CO.,

MAKERS OF

THE WIRE GAUZE NON-EXPLOSIVE

OIL STOVE,

FOR HEATING AND COOKING PURPOSES.

Cooking for a large Family can be done at a small
 Expense. Beautifully Finished, Perfect Workman-
 ship, Absolutely Safe and Free from Odor.

— ALSO —

Passenger, Parlor and Postal Car Lamps,
 Locomotive Headlights, Switch, Signal, Station
 Lamps, and General Railway Specialties.

CHICAGO, NEW YORK, BOSTON,
 Franklin & Ontario Sts. 100 Beekman Street. 45 Summer Street.

NOYES BRO'S & CUTLER,

IMPORTERS

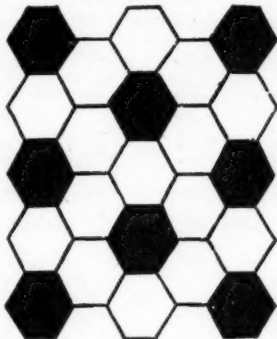
— AND —

WHOLESALE DRUGGISTS

ST. PAUL, MINNESOTA.

J. B. DOW, Proprietor.

T. L. MORGAN, Sole Agent.



St. Paul Stone Co.

Formerly Portland Stone Co.

Manufacturers of the

HEXAGON

BLOCK SIDEWALK.

Pat. Dec. 19, 1876.

OFFICE AND WORKS:

Cor. Tenth and Wabasha Sts.

ST. PAUL, MINN.

THE OPERA DRUG STORE.

MACNAB & ROY,

Chemists and Druggists

325 Wabasha St., Opp. Opera House,

ST. PAUL, MINN.

Fine perfumes and toilet articles a specialty. Prescriptions
 skillfully compounded at all hours.

DENNIS RYAN.

HENRY D. SQUIRES.

ROBT A. BETHUNE.

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**RYAN DRUG CO.,
 WHOLESALE DRUGGISTS**

AND

IMPORTERS,

ST. PAUL, - - MINN.

MERCHANTS HOTEL,

A. ALLEN, Proprietor.



ST. PAUL, - - MINN.

One of the Largest Hotels in the State. Steam Elevators and
 all Modern Improvements.

Special Rates to Excursion Parties. One Block from Union
 Depot and Steamboat Landing.

MONTHLY REVIEW OF THE WHEAT MARKET.

OFFICE OF THE NORTHWEST, }
MINNEAPOLIS, May 29, 1885. }

The usual May dullness has prevailed in the local wheat market and business has dragged slowly all through the month. Prices have declined 4@5c from the close of April, the range during the month being within the limits of those figures. The war is now nearly all out of the market, and there is good buying by strong parties at present prices. During the past day or two millers have bought several round lots of No. 1 hard wheat at about 91c, and are ready to take more at any fraction below that price. The outside markets held up until the beginning of last week, the sustaining power being war rumors and damage to winter wheat. When it finally became pretty well settled that there would be no fighting between England and Russia, at least at the present, the bottom suddenly dropped out of the market and prices declined nearly 5 cents in as many days. The weakness of the situation was very much increased last week by the visible supply statement, which showed an increase of 179,880 bushels, instead of a decrease of nearly 2,000,000 as was generally expected. There is now 41,000,000 bushels of wheat in sight, against 17,000,000 at the same time a year ago, and notwithstanding the facts that Eastern freights, both by land and water, are lower than ever before, there is actually no movement of grain. The rate from Chicago to New York by canal and rail is only 5½c., but shippers cannot be induced to take hold of the market. Flour mills at Minneapolis and all over the State are reducing their output nearly one-half, many being idle on account of lack of orders for their production. Foreign buyers are taking nothing and the domestic demand is of the hand to mouth order. Stocks of wheat at Minneapolis decreased only 35,000 bushels last week against 110,000 the week before. Receipts are larger than usual at this season of the year and there is yet about 25 per cent of the crop to come.

from the southern portion of the State. To offset the above discouraging facts is the immense damage to winter wheat, both at home and in Europe. From the best information to be obtained, it is now generally believed that there has never been a crop so ruined as this one. It was frozen to death. Ohio, Illinois, Indiana, Kansas, Missouri, Kentucky, Virginia, Tennessee, and California will not raise more than is needed for bread and seed. The Government estimates the decrease of the total crop of both winter and spring wheat at 125,000,000 bushels, and other reliable authorities put the figures at 240,000,000. In 1880-81 stocks were larger than ever known before at that time, and the decrease was just about the same as it has been during the past six months. Wheat was then selling at \$1 per bushel in Chicago. The crop was below 400,000,000 bushels and the price went to \$1.50. In a broad sense, wheat has never been lower than it is to-day, and farmers in the Northwest may safely count on a steady rise from this time and big prices when their crops are ready for market this fall, if the theory of the bulls proves true.

The following table shows the highest and lowest prices during the month and prices a year ago:

	Highest.	Lowest.	June 1, 1884.
No. 1 hard.....	.95	.90	\$1.02
No. 2 hard.....	.91	.86	.96
No. 1 regular.....	.90	.82	.92½
No. 2 regular.....	.88	.78	.90

The flour market is in a very bad way. The boom in April, during the war excitement, was followed by a period of utter stagnation, which has continued up to the present time. Ten mills out of twenty-three at Minneapolis have shut down entirely, and the daily output is now about 12,000 barrels, against 25,000 at the same time last month. Prices have declined 25@40 cents per barrel, and orders are very small at the decline. Millers are not pushing sales, as an effort to evoke business would only drag prices still lower, and they say flour cannot be sold cheaper than at present prices. Prices are steady as follows: Patents, \$5.20@5.50; bakers', \$3.75@4.30; low grades, \$1.80@2.70.

NORTHERN PACIFIC RAILROAD COMPANY.

Monthly Earnings Statement.

APPROXIMATE GROSS EARNINGS FOR MONTH OF APRIL.

TREASURER'S OFFICE, 17 BROAD STREET,

OFFICE, 11 BROAD STREET,
New York, May 5, 1885.

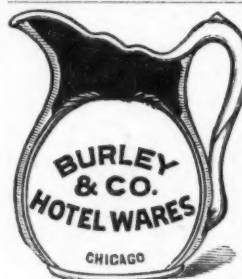
1883-4.	1884-5.	Increase.
2,449	2,452	3

Miles: Main Line and Branches.....	2,449	2,453	4	Decrease.
Month of April.....	\$1,441,514.68	\$873,105.00		\$568,409.68
July 1 to April 30.....	\$10,172,647.68	\$9,315,982.12		\$856,665.56

R. L. BELKNAP, Treasurer.

Messrs. Gold, Barbour & Swords, 10 Pine Street, New York, report the following closing quotations of miscellaneous securities, May 25th:

	Bid.	Asked
Northern Pacific 1st Mortgage Bonds.....	104 1/2	90 1/2
" " 2d " " ".....	90 1/2	80 1/2
" " Pand d'Oreille Div ".....	100 1/2*	100 1/2
" " Missouri Div ".....	101 1/2	102 1/2
" " Dividend Certificates.....	75	75 1/2
St Paul & Duluth common.....	15	25
St Paul & Duluth preferred.....	70	80
Northern Pacific common.....	16 1/2	17
" " preferred.....	39	39 1/2
Oregon Transcontinental.....	14	14 1/2
Oregon Railway & Nav.....	74	76
Oregon Transcontinental 6s.....	68	69
Oregon Railway & Nav. 1sts.....	111 1/2	112



CUT AND PRESSED
BAR
Glassware,
Ornaments,
and Utensils,
LAMPS, Etc.

THE LARGEST STOCK IN THE WEST.

Write for Catalogue. **BURLEY & CO.,**
83 and 85 State St., CHICAGO.

Established 1854.

W. A. ALLEN & CO.

142, 144 AND 146 KINZIE STREET, CORNER OF LA SALLE,
CHICAGO. - - ILLINOIS.

Sacks furnished free. Liberal advances on consignments. References: The Traders Bank; C. F. Grey, President Hide and Leather National Bank; W. C. D. Grannis, President Union National Bank—Merchants generally.

WOOL
COMMISSION.

PROSPECT PARK
AND
MEEKER ISLAND
LAND AND POWER CO. ADDITION,
MINNEAPOLIS.

Prospect Park is a high, finely wooded tract near the University of Minnesota, fronting on University Avenue—the main thoroughfare between Minneapolis and St. Paul. This is the finest residence property in Minneapolis, commands a view of the entire city, of Hamline, Merriam Park, Minnesota Transfer, and a good share of St. Paul, with Fort Snelling in the distance. Arrangements have recently been made for the erection of \$40,000 of first-class residences the coming season. This property is offered on reasonable terms. Meeker Island Land and Power Co.'s Addition adjoins Prospect Park on the west and extends to the Mississippi River. Union Depot line of the C., M. & St. P. R. R. runs through this property. This is to-day the best property for manufacturing establishments in or near this city being convenient to the mills, all the railways, and the Minnesota Transfer. Manufacturers desiring to change their location will do well to examine this location carefully. Plans, map of the territory between Minneapolis and St. Paul, and all necessary information furnished on application.

FARNSWORTH & WOLCOTT.

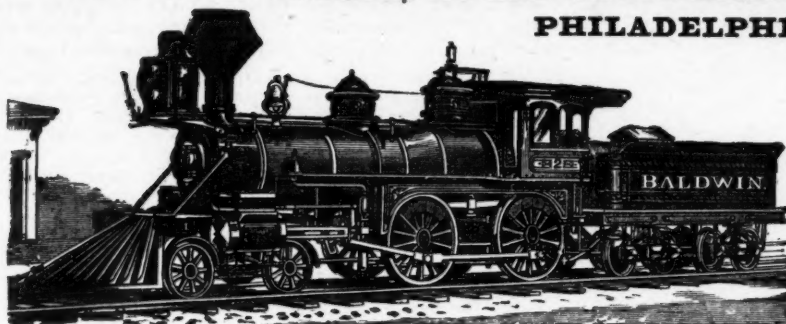
Corner THIRD STREET AND FIRST AVENUE SOUTH.

MINNEAPOLIS.

MINN.

ESTABLISHED
1831.**BALDWIN LOCOMOTIVE WORKS,**

PHILADELPHIA, U. S. A.

ANNUAL
CAPACITY, 600.

BURNHAM, PARRY, WILLIAMS & CO., Proprietors,

MANUFACTURERS OF

LOCOMOTIVE ENGINES,

Adapted to every variety of service, and built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

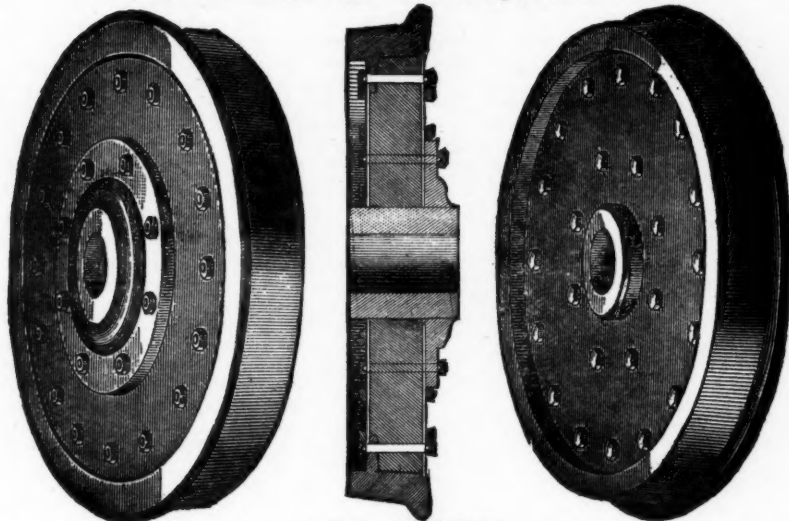
Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Noiseless Motors and Steam Cars for Street Railways, Etc.

Illustrated catalogues furnished on application of customer.

ALL WORK THOROUGHLY GUARANTEED.

ALLEN PAPER CAR WHEEL COMPANY,

General Office, 236 Broadway, New York.



ALL SIZES.

Steel tires with annular web and non-conductive paper centres. Especially adapted to Passenger Equipment, Locomotive and Tender Trucks. Gold Medals awarded at Boston and Atlanta Expositions for the BEST, SAFEST and most ECONOMICAL wheel in use. 74 manufactured in 1877; 13,000 in 1881. Facilities for making 20,000 in 1882.

A. G. DARWIN, President.

C. H. ANTES, Secretary.

J. C. BEACH, Treasurer.

PENINSULAR CAR WORKS, DETROIT, MICH.OPERATING CAR WORKS at DETROIT and ADRIAN, MICH.,
AND DETROIT STEAM FORGE.**FREIGHT CARS OF EVERY DESCRIPTION.**

CAR WHEELS AND CASTINGS.

BEST HAMMERED IRON AXLES.



RICHARD DUDGEON,

24 COLUMBIA STREET, NEW YORK,

MAKER AND PATENTEE OF

Improved Hydraulic Jacks,

PUNCHES, BOILER-TUBE EXPANDERS,

DIRECT ACTING STEAM HAMMERS,

Communications by letter will receive prompt attention.

Jacks for Pressing on Car Wheels or Crank Pins Made to order.
March, '82 -cu.**THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.****Galena Engine, Coach and Car Oil.**

GRAVITY 26°, 27°, 28°, 29°; COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

SHOWING BETTER RESULTS THAN ANY OIL EXTANT.

References furnished on application.

GALENA OIL WORKS (Limited),

FRANKLIN, PA.

CHAS. MILLER, Pres't and Gen'l Manager.

CALUMET IRON & STEEL CO.,

Chicago, Ill.,

MANUFACTURERS OF

PIG METAL, OPEN HEARTH STEEL,

Heavy Steel Castings,

BAR IRON AND NAILS.

August, '83 -cu.

**NEW YORK
Locomotive Works,**
ROME, N. Y.

New York Office,

34 Pine Street.**Chicago Forge & Bolt Co.****BOLT MAKERS.**

MACHINE BOLTS.

LAG SCREWS

RODS and BOLTS for BRIDGES
and BUILDINGS.

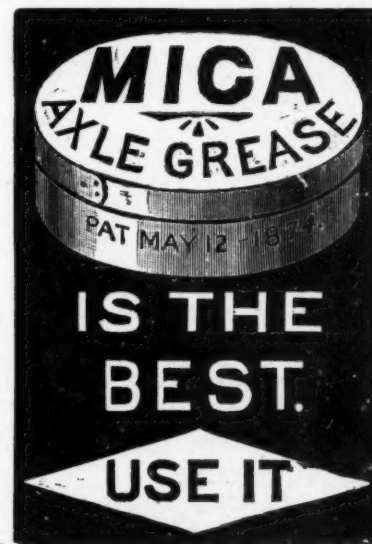
BOLTS MADE TO ORDER.

HOT PRESSED NUTS

Send for Price List.

Works at
SOUTH CHICAGO.Office, 93 Lake Street,
CHICAGO.

June '84 -cu



A farmer and his wife went into a dentist's.
 "How much do you charge for fillin' teeth?" asked
 the farmer.
 "From \$2 to \$5."
 "An' how much for pullin'?"
 "Fifty cents."
 "Mariar," he said, turning to his wife, "you'd
 better get it pulled."

NORTHWESTERN NOTES.

MANDAN is to have a \$26,000 court house, but the people are kicking at the action of the board in allowing the architects \$1,800.

NELSON STOREY, of Bozeman, has one of the finest herds of Polled-Angus cattle ever brought to Montana. These animals came through the winter in as fine fix as the natives.

THE steamer Kootenai, on the Upper Columbia, is making trips every four days between the Little Dalles, Washington Territory, and Fairwell, British Columbia, taking supplies to the Canadian Pacific workmen.

THE *Courier*, published at Belfield, Villard County, is the latest candidate for public favor among the journals of Western Dakota. Belfield is in the midst of a large body of fine farming land open to homestead settlement.

THE Oregon Pacific is now running three trains per week between Corvallis and Yaquina Bay. The construction department is busily engaged in ballasting the road and otherwise improving it. The freight business was much better than anticipated, while the passenger patronage is large, and altogether the road is doing a paying business.

THE NORTHWEST, published monthly by E. V. Smalley, Esq., at St. Paul, is, we are pleased to notice, steadily growing in popularity as well as in merit. It is illustrated each month with a variety of illustrations, representing Northwestern scenery, and is doing a good work in attracting attention to the many advantages of this northwest country.—*Pembina Pioneer-Express*.

THE following advertisement, which appears in the *Wallowa Chieftain*, shows a tolerable quantity of what is commonly called "gall" out West: "Notice.—The son of J. M. Mitchel, who has been confined to his bed for some time with a severe attack of inflammatory rheumatism, is recovering rapidly under my skillful treatment. DR. A. L. COBB."

W. L. BLOSSOM, of Murray, in the Cœur d'Alene region, who was in St. Paul yesterday on railroad business, had in his possession a gold nugget found near Murray weighing nineteen and one-half ounces and valued at three hundred and thirty dollars. It is one of the largest nuggets that has been brought to light in the Cœur d'Alene district.—*St. Paul Pioneer Press*.

THE weekly clean-up of the Missoula Gulch Company last Sunday realized fifteen pounds of gold, including several pieces of about an ounce in weight. Reduced to coin this lot would make a little over \$3,000. This shows that the ground is quite uniform in richness, as the two previous clean-ups were something like \$3,000 each. The gold is quite coarse.—*Murray (Idaho) Sun*.

A NOVEL experiment of carrying a railroad through a forest has been tried in Sonoma County, California. The trees are sawed off and leveled, and the ties are fastened on the stumps, two of which are huge redwoods standing side by side and reaching seventy-five feet from the ground. So firm is this support that heavily loaded cars pass over with perfect security.

COL. EDWARDS, of the *Northwood Headlight*, in Grand Forks County, is an illustration of what a young man can do. Five years ago he was clerk in a peanut store in a Texas town on a salary of five hundred dollars and board. To-day he is the head of a bright newspaper, is justice of the peace, owns a bonanza Red River Valley farm, part of a town site, and has had a military company and several babies named after him.

It seems there is considerable gold in the Little Rockies after all. The Fort Benton (Montana) *River Press*, of recent date, says: T. C. Power & Bro. have just received thirty-seven ounces of gold dust from the Little Rockies, valued at six hundred and twenty-nine dollars. Now that spring has opened, we may expect regular shipments of the precious metal. This, together with previous shipments which have been made, ought to set at rest forever the statement that there is nothing in the Little Rockies.

A COLONY of Roumanians has settled near Melville, Dakota. They relate that, coming by way of Quebec, they were misled by Canadian agents, and, at an expense of about \$1,000 to the party, were taken away up to Qu' Appelle, the scene of the Riel rebellion. They soon discovered that they had been duped, and at once started for Jamestown, the place originally their destination. These people speak the German language.

THE roads between Salt Lake City and Snake River are represented as being lined with emigrant wagons. Some of the people are going to settle in Idaho, others in Montana, Washington Territory and Oregon. One train, consisting of five wagons and a well equipped outfit generally, and representing as many families, stated that their destination was the Big Bend country on the Columbia.

THE Marquis de Mores is enthusiastic over the fact that the streak of whitish clay found about twenty feet above the largest lignite veins near here has turned out to be kaoline. This is the finest kind of pottery clay, the most costly ware being made from it. If it turns out as expected, the marquis will put up large works, which will draw more money to Medora than the slaughtering business. We certainly hope there will be no disappointment in this new discovery.—*Bad Lands (Dak.) Cowboy*.

THE Methow, a tributary of the Columbin River, and situated between the Chelan and Okanogan rivers, in Eastern Washington Territory, is now attracting considerable attention. It is said to have a fine climate, similar to the Wenatchie, for early growth of vegetables and fruits. The resident Indians have, by treaty, stipulations until the seventeenth of July to make selection of lands, after which the country will be opened to settlement by the whites. The valley is fifteen miles wide, by thirty long, and well timbered on all sides.

THE one bushel of wheat sent to New Orleans from Bottineau County by W. F. Simrall has been awarded the first premium as being the best sample of wheat in the exposition from any part of the world. The "struck" bushel weighed sixty-six and one-half pounds, and was raised on the farm of Alex. Sinclair, on Oak Creek, Turtle Mountain. Samples of wheat were on exhibition from nearly every county in the Territory, from every state in the Union, and every civilized nation on earth, and North Dakota walked away with the cookie.—*Devils Lake Inter-Ocean*.

LAST year Butte handled and paid for over 250,000,000 pounds of freight. This year the outgoing and incoming shipments will exceed 300,000,000 pounds. The outgoing freight from Butte in 1884 exceeded that of the entire State of Colorado, where almost a score of railroads are fighting for it. If the Northern Pacific wants some business and desires to see its stock climb up, let it build without delay the Garrison branch to Butte, which is to-day, as it will be ten years hence, the most prosperous town and the heaviest freighting point of its size on the continent.—*Butte (Montana) Inter-Mountain*.

MONTANA wool is becoming a great favorite in the Eastern markets, from the fact that but little is left of all last year's shipments in the markets of Boston and Chicago. As a sure indication that they are superior, purchasers are willing to pay a better price for the Montana product than for the product of any other territory. As soon as scouring works are erected at some convenient point in the Territory a great expense in the shipment will be saved to the producer and a much better price obtained. We look to Fort Benton to start this industry, and the wool for more than a hundred miles around will come to Benton.—*Fort Benton River Press*.

THE splendid present management of the Northern Pacific Railroad is becoming apparent to all who travel on that line, and is a fact which we are glad to note. It is the common remark of those who have passed over the three great transcontinental routes that the Northern Pacific, for the extent and grandeur of natural scenery, the absence of accidents and delays, the careful attention of its employees to the wants and comforts of its patrons, and the superiority of palace and dining car facilities, entirely surpasses the other two routes to the Pacific Coast. The traveling public speak in terms of hearty praise of the comfort, and even luxury, of a through trip over the Northern Pacific.—*Spokane Falls Chronicle*.

THE United States Land Office at Yakima has, during the past thirty days, filed more applications for homesteads than were ever done in any previous month during the year since it was established. Many of the papers are taken by foreigners, who believe in working small tracts. A large percentage of the claims are being taken in Upper Yakima Valley and along its tributary water courses, and over in the Big Bend of the Columbia. One man who settled a mile above this town is farming only ten acres, and he says that is all he wants. He will work it thoroughly like a garden.—*Yakima (Wash. Ter.) Farmer*.

MESSRS. C. W. GRIGGS, of St. Paul, and John W. Wann, of Sioux City, have just returned from a visit to the Cœur d'Alene mining district. They return with glowing accounts of the richness of the mines, having themselves seen the gold taken out, and inspected the mines thoroughly. They saw one small stamp mill in operation and were assured at Thompson that the bank there which receives the gold sent out from the mining district averages about two hundred ounces daily. The express messenger who came to Thompson with these gentlemen had two hundred and two ounces for that day's deposits.—*Bismarck Blade-Journal*.

DULUTH is fast crowding Chicago as a speculative wheat market. The average daily sales at the former place during the past three months have not been less than 500,000 bushels, the transactions of a single day often aggregating more than 1,500,000. The new board of trade building will be finished this fall, work on the foundation having already begun. The building will not be as pretentious as the Chicago exchange building, by any means, but if the rapid growth of business continues during the next two years as it has during the past year, Duluth will need the big building more than Chicago. Nearly all prominent commission houses in St. Paul and Minneapolis have membership in the Duluth board of trade and maintain offices there.—*St. Paul Pioneer Press*.

A HEAVY BLAST.—In the canyon near the mouth of the Peato Creek the heaviest blast on the line of the Cascade was made last week. C. B. Robinson, superintendent for Nelson Bennett, blasted off a point of rocks and earth for which 5,000 pounds of powder were used. Over 3,000 yards of rock were removed. The blast was a grand success; it did greater execution than was anticipated. The contractor got for the job \$5,000. A tunnel of fifty feet was driven into the solid rock and the powder was so placed as to render effective execution. The explosion was terrific and stunning to those near at the time, but the shock was not so great as was expected, there was so much earth overlying the blast it is supposed that it neutralized the shock to some extent.—*Ellensburg (Wash. Ter.) Localizer*.

HOW THE BUFFALOES WENT.—Last year only five buffaloes were killed in Canadian territory. There are still a few small herds in the valley of the Milk River in Montana, but they are carefully guarded by I. G. Baker & Co., the great supply men, who are evidently bent on making a corner in robes. In 1815, when the buffalo was found as far east as Rainy Lake, it was roughly estimated by Lord Selkirk's people that the herds from one end of the country to the other contained not less than 5,000,000 animals, with as many more on the American side. Gunpowder alone could not have exterminated this enormous park. The failure of the winter grasses far north involved a struggle for subsistence in which millions perished, and the hunter completed the tragedy.—*Toronto Mail*.

CONSUMPTION CURED.

An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. NOYES, 149 Power's Block, Rochester, N. Y.

MINNEAPOLIS and ST. LOUIS RAILWAY

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY

FROM ST. PAUL AND MINNEAPOLIS

TO CHICAGO

WITHOUT CHANGE, CONNECTING WITH THE FAST
TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST!

The DIRECT and ONLY LINE running THROUGH CARS
between ST. PAUL, MINNEAPOLIS andDES MOINES, IOWA,
VIA ALBERT LEA AND FORT DODGE.

Solid Through Trains Between

ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY,
connecting in Union Depot for all points
SOUTH and SOUTHWEST.MANY HOURS SAVED, and the ONLY LINE running TWO
TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and
ATCHINSON, making connections with the UNION PACIFIC,
and ATCHISON, TOPEKA & SANTA FE RAILWAYS.Close Connections made in Union Depot with all trains
of the St. Paul, Minneapolis & Manitoba; Northern Pacific;
St. Paul & Duluth Railways, from and to all points NORTH
and NORTHWEST.REMEMBER! The Trains of the MINNEAPOLIS & ST.
LOUIS RAILWAY are composed of Comfortable Day Coaches, Magnificent Pullman Sleeping Cars,
Horton Reclining Chair Cars, and our justly celebrated
PALACE DINING CARS.150 LBS. OF BAGGAGE CHECKED FREE. Fare always as
Low as the Lowest! For Time Tables, Through Tickets, etc.,
call upon the nearest Ticket Agent or write to

S. F. BOYD,

Gen'l Ticket and Pass. Agt., Minneapolis, Minn.

B-4

CRERAR, ADAMS & CO.,

MANUFACTURERS AND DEALERS IN

Railway Supplies,

AND IMPORTERS OF

JESSOP'S ENGLISH STEEL,

And best English Crucible Steel and Charcoal

IRON WIRE ROPE

For Hoisting and Mining Purposes.

11 AND 13 FIFTH AVE., CHICAGO, ILL.

THE CHICAGO, MILWAUKEE & ST. PAUL

RAILWAY COMPANY

Owns and operates nearly 5,000 miles of thoroughly equipped
road in Illinois, Wisconsin, Iowa, Minnesota, and Dakota. It is
the SHORT LINE and BEST ROUTE between all principal
points in the

NORTHWEST AND FAR WEST.

For maps, time tables, rates of passage and freight, etc., apply
to the nearest station agent of the CHICAGO, MILWAUKEE &
ST. PAUL RAILWAY, or to any railroad agent anywhere in the
United States or Canada.

R. MILLER,

Gen. Manager.

J. F. TUCKER,

Ass't Gen. Manager.

A. V. H. CARPENTER,

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ess—"Are you a musician, Mr. Sissy?" Mr. Sissy
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"Well—er—yes, I think I can lay claim to some
knowledge of music." Hostess—"I am delighted to
know it. My daughter is about to play, and I
would be very glad if you would kindly turn the
music for her."

A LITTLE NONSENSE.

"You did not dare speak to me in that manner before I married you, sir!" she indignantly exclaimed. "No, nor you didn't dare come cavorting around me in curl-papers and rag-carpet slippers before I married you, mum!" he retorted. Then she cried and he profaned. — *Chicago Tribune.*

"Ever hear about the time I was chased by a bear out West when I didn't have a weapon of any sort about me, Blucher?"

"I never did. How on earth did you manage to escape, old fellow?"

"Tried sitting down and staring him out of countenance."

"And did it work?"

"Admirably."

"That's very strange — very strange, indeed. How on earth do you account for it?"

"I've sometimes thought that my choice of a seat may have had a little something to do with it. I selected the top of the highest tree on the entire range." — *Detroit Journal.*

WILD LIFE IN THE WEST. — "I've read a good deal about you people out here in Montana," said an Eastern man to a friend whom he was visiting. "How you cut and slash and get the 'drop' on each

other and howl and swear; and if you think it's safe I wish you would take me around a little to-night."

"Let me see," mused the Montana citizen, "what's goin' on to-night? Oh, yes, a bill is up before the council to prohibit the use of profane and indecent language inside the limits; we can see that become a law, and then take in the school exhibition on our way home. Just put your revolver in one pocket and your bowie knife in the other, and

fact?" "Not in the least," she replied. "I knew you didn't carry them in your head." — *New York Graphic.*

"How are you finding business, doctor?" was asked of a physician.

"Capital," he replied. "I have all I can attend to." "I didn't understand that there was very much sickness about."

"No, there isn't. But we physicians do not depend upon sickness as an income. Oh, my, no; most of our money is made from people who have nothing the matter with them."

"How is it you never leave Paris and enjoy the country?" said a lady who liked ortolans on toast, to Auber. The author of "Massaniello" replied: "Madame, I dislike any place where birds go around raw." — *Anon.*

"Beloved brethren," remarked a country minister at the close of his sermon, "among the pennies and two-cent pieces of last Sabbath's collection I was surprised to find a gold coin of considerable value. As there were no strangers in the congregation it was evidently put there by mistake. By applying to the treasurer and proving property the owner can recover his money. Let us unite in prayer."



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AT THE RINK.

THE NEXT ROUND.

keep perfectly quiet, and I'll guarantee you won't get hurt."

"What's that you have in your hand?" asked Mrs. Gimlet of her husband, as he brought home a roll of manuscript. "Brains, madam," replied Mr. Gimlet, pompously. "Are you surprised at that

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